

Latitude 38

VOLUME 302 August 2002

WE GO WHERE THE WIND BLOWS



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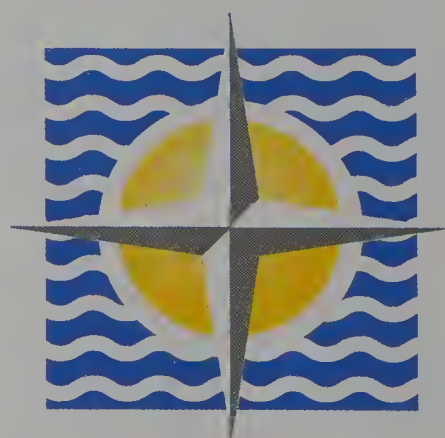
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Passage Sailing Center News

A TALE OF TWO MOJO'S



*Mojo arrives
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*Crew
← Celebrates
the Victory →*



"One last race mates, before I settle down to cruise for awhile." That was Clayton's request when the Aussie arrived at our door to purchase the perfect boat for the job... a Beneteau First 40.7. She was outfitted for racing, promptly delivered and christened *Mojo Rising*. After a successful run in the 2000 Pacific Cup and the Kenwood Cup, *Mojo* was off to Australia for the race season. The crew just didn't want to leave the boat, so they took off cruising to New Zealand and the South Seas, then back to Hawaii. The fantastic cruising experience on *Mojo* inspired Clayton to order a second *Mojo* to be outfitted for 'cruising' the South Seas. Since the first destination was Hawaii, the crew thought, why not race the Vic-Maui on the Way?!

So, with that, the *Mojo* crew set out for one last race across the Pacific - this time though, in style. With the days of salt packed beef, maggot biscuits and warm grog having long since passed,

the crew made the journey lavishing in a pearwood interior, daily hot showers, cold beers at sunset and taking advantage of today's technological marvels: inverter, watermaker, refrig/freezer, CD/stereo, to name a few. Chef Helga made good use of the freezer, stuffing it full of gourmet meals like Veal Marengo, Tuscan Stew and Lamb Curry, while the boys made good use of the fridge, stuffing it with beer. Unfortunately, the crew didn't have the chance to break out their new cutlasses and grappling hooks to frighten the competition, as a gale sent many of the less 'hardened' sailors back to shore. Besides that small disappointment, the journey was a rousing success with *Mojo* claiming first in its class and first on corrected time. After much champagne and celebration, the refer is restocked and *Mojo* is off to Tahiti.

Congrats to the crew of Mojo on a job well done!

AUGUST HIGHLIGHTS

Mark Your Calendars - Don't Miss!

- 42 Center Cockpit Premier - Showing Aug. 17 & 24
Beauty, function and comfort at a truly remarkable price
- New First 36.7 arrives and available to join the fleet!
- Great selection of New and Used boats - Over 25 boats on display

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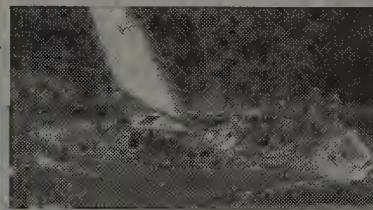
BROKERAGE



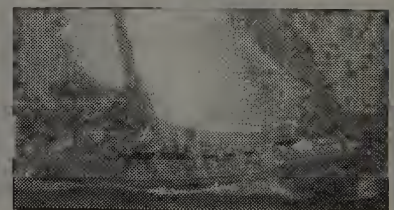
Beneteau 40.7, 2000...\$179,000



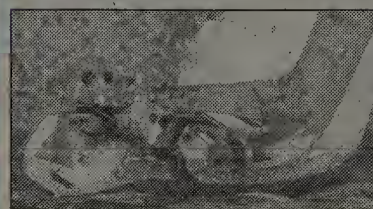
Island Packet 320, 1998...\$165,000



Beneteau 35s5, 1989...\$69,900



Catalina 380, 1998...\$139,500



Beneteau 32s5, 1990...\$64,900



Island Packet 380, 2000...\$235,000

Your Dreams Are our Business

BENETEAU



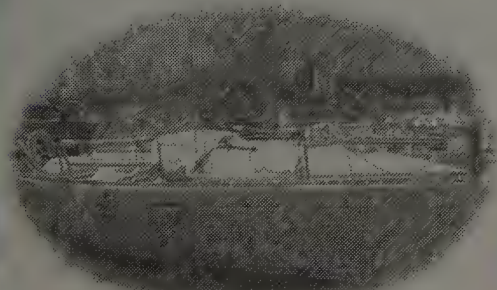
Beneteau 361 – Arrives August
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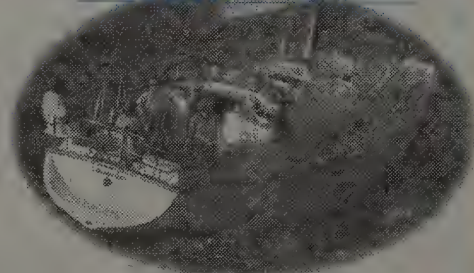
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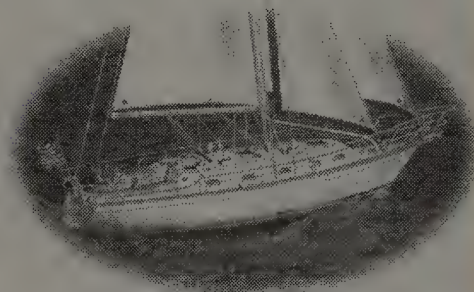
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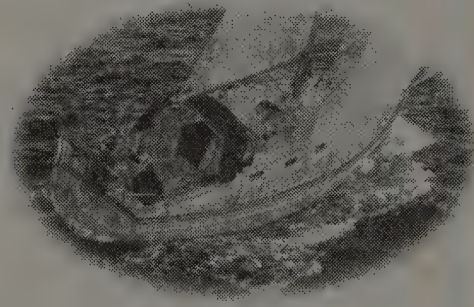
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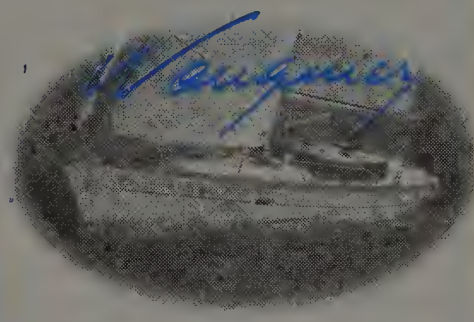
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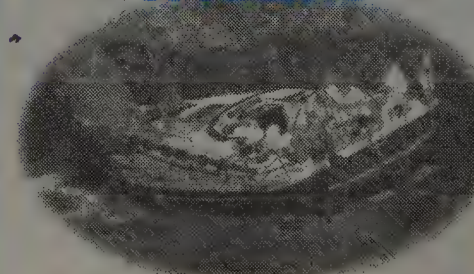


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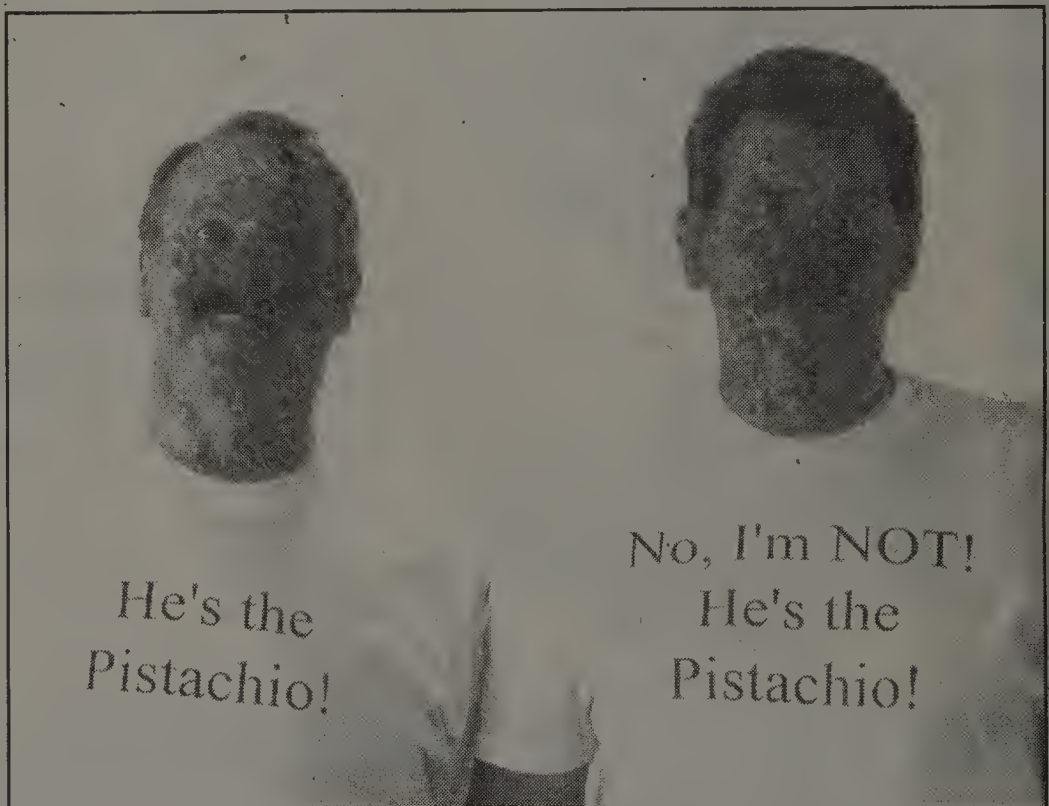
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ARE THESE GUYS NUTS?

PT. RICHMOND, CA – Last month you read the interview with Barnacle Bill, the sailor of course, who let it be known that the owners of KKMI might be nuts. We wanted to speak with the owners, Ken Keefe and Paul Kaplan and hear their story.

With just one call to KKMI, Paul called us back. We assumed he'd not speak with us, but he was very interested in telling KKMI's side of the story. "I'm glad to tell you what's going on," said Paul. "Our team is known for delivering wonderful, quality workmanship yet some people also assume we're expensive. Having a reputation for quality is terrific but they're absolutely wrong when it comes to our prices. We promote the fact that our bottom paint sells for about half what other yards charge and still this image remains." We pointed out that when *Mari Cha III* and *Zephyrus V* are at KKMI and the 'small boats' are America's Cup yachts, it's easy to assume the yard is expensive.



These guys don't look nuts, do they?

"Yes," Kaplan said, "I understand this and that's why we're going one step further."

Not sure what he was referring to, we asked about Barnacle Bill's previous comments; have you and your partner gone nuts by offering free haulouts? Paul responded, "If we have to give this away so that clients can really learn the truth, then that's what

we'll do. If they think we're nuts now, you just wait. I'll promise you this; people with the smart money are going to get an incredible deal!"

What could they be giving away now, we wondered? I guess we'll have to wait and see. Possibly Barnacle Bill is right, the owners of KKMI are pistachios!

RONICLE

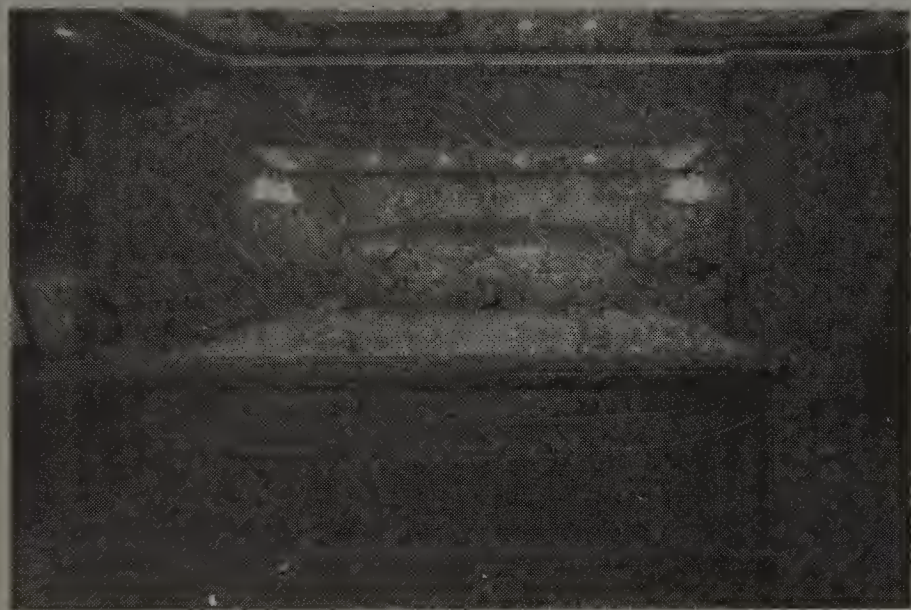
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Pictured above is the owner's cabin of *Song of the Sea*, a Swan 112, and one of the most luxurious master suites afloat. How sweet it is. In what has been proclaimed by many "the most beautiful yacht Swan has ever built", she offers an unparalleled blend of comfort and performance. Crafted with utmost care and precision, her interior is truly a work of art. The meticulous blending of the owner's desires with a combination of exotic woods and imported stone – all within a strong and seaworthy yacht – it's a triumph all in itself. When asked how the owners were enjoying their new vessel, the wife said, "She is gorgeous. Besides being beautiful, she performs incredibly. She will do 10 to 12 knots in the slightest of breeze. My husband has been so excited he can't get any sleep."

Delivered to her owners early this summer, she's been cruising Scandinavia and making her way toward the British Isles. Once in England she will visit Camper Nicholson, the famous boat yard, which was acquired by Nautor last year. After a complete review of her systems, she will depart for the Mediterranean.

Once in the Med, *Song of the Sea* will become the world's most luxurious observation station for the Swan World Cup, which will be held in Porto Cervo this year. The yacht will then move on to the Monaco Boat Show, where she will make her first public debut. Those interested in boarding this masterpiece at the show are requested to contact Swan USA West for an appointment. For more pictures of this vessel, please visit www.swanwest.com.

HERB CRANE



Monday's Moorings

LAUNCHINGS: To build a new boat, particularly a custom yacht, is a painstaking process. Every detail must be considered, discussed and then reviewed again. Some people not only enjoy this process but...they're very good at it. One such example is the family who just launched *Angelique*, the 75' Ed Monk-designed yacht built by McQueen Boat Works in British Columbia. This is the fourth new yacht in which this family used the services of Paul Kaplan at KKMI. Another recent launching is the 147' mega yacht *Gran Finale*, which was built by Delta Marine in Seattle. Also built for another KKMI repeat client, Ken Keefe has been involved with this project since its inception. Now being featured in several "glossy" publications, this yacht has been nominated for awards due to her advanced design, superb workmanship and overall execution. Stay tuned for more launchings.

★ ★ ★

DIED AND GONE TO HEAVEN: If you run your own business, love being around the water and have a boat...wouldn't it be wonderful if you could combine this all into one location? KKMI has such an opportunity as their Timber Wharf office is for rent. Newly renovated of roughly 1,000 square feet, or divisible, it's a dream come true for some lucky soul. Not only will you be able to look out on the water every day, but your boat can be moored there as well. The only tricky part will be...the self-control necessary to stay behind the desk and do our work. Check out KKMI's web site for more information.

★ ★ ★

MISSION NEARLY IMPOSSIBLE: "Good morning Mr. Briggs, or anonymous Boat Yard Manager, whatever the case may be. Your mission, should you decide to accept it, is to paint an America's Cup yacht in approximately two weeks. Not only must you paint this boat, but it must be black...the most impossible color to work with. You must achieve a flawless finish as this yacht will be seen by many and sailed by the world's best sailors. Neither you nor your team may fail. As they say, there is no second place. Hello...Mr. Briggs...are you there?" For more boat yards such a request wouldn't be just Mission Impossible, but simply...Mission Unthinkable. Such was not the case at KKMI. It was Mission On Budget...Mission On Schedule and Mission Accomplished! How could such a difficult, nearly Impossible Mission be achieved? How did they transform a formerly white hull into the BOAT IN BLACK? Check out KKMI's web site for details.



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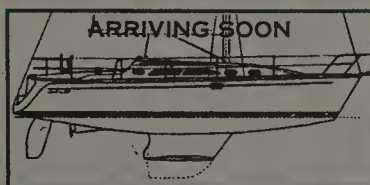
NEW BOATS
ANGLER POWER BOATS



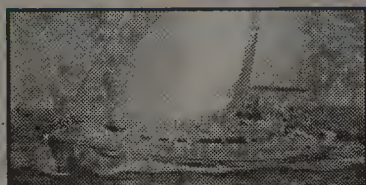
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CATALINA 380



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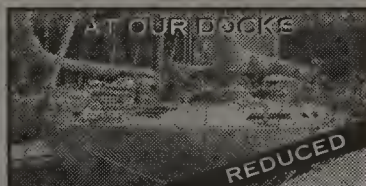


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Sunny Sailing aboard a charter cat at the BVI's annual HIHO Regatta.

Photo by Latitude 38/Andy Turpin

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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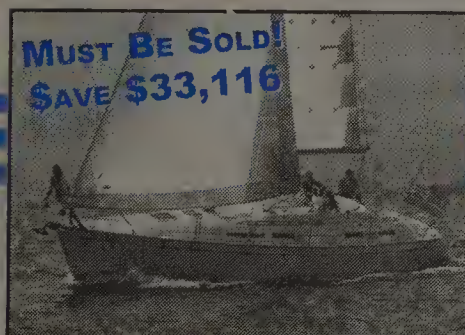
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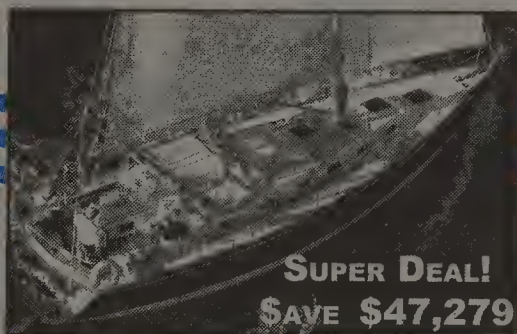
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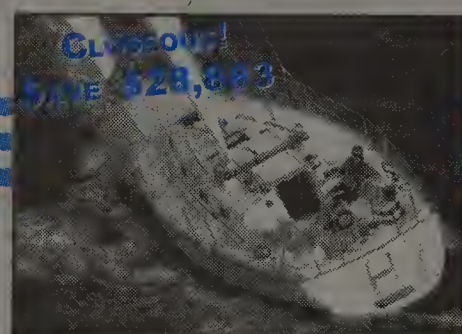
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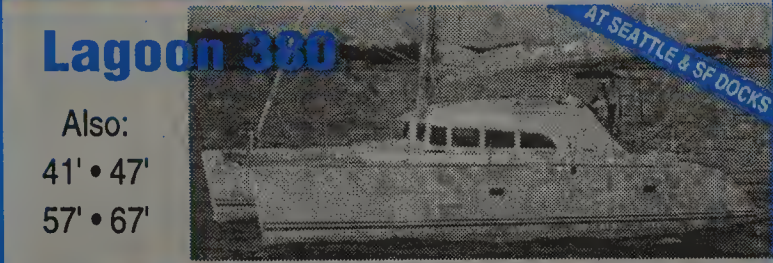
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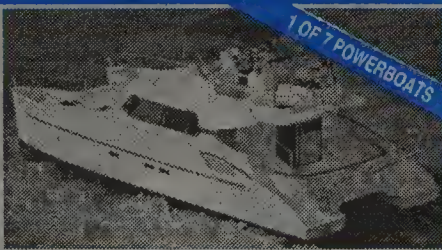


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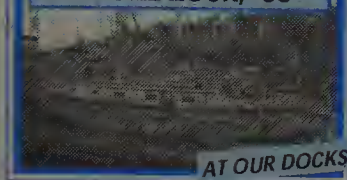
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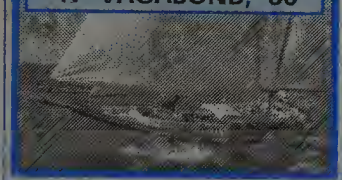
37' CREALOCK, '93



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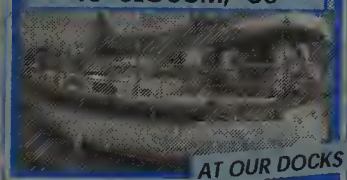
This well proven cruiser is totally equipped and to go again.
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47' VAGABOND, '86



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This world cruiser is loaded with gear and in excellent condition.
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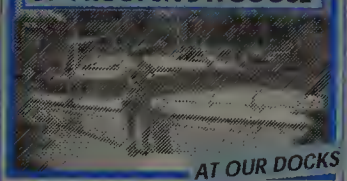
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30' YAMAHA, '79	\$24,950
31' COLUMBIA 9.6	\$26,500
32' ARIES CUTTER, '76	\$25,000
34' ERICSON 34X, '78	\$27,900
36' FREEDOM, '86	\$89,500
37' PROUT, '86	\$114,950
37' CREALOCK, '93	\$179,500

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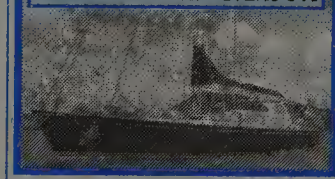
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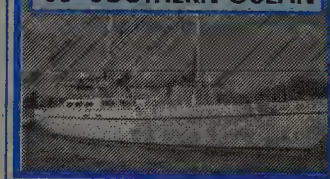
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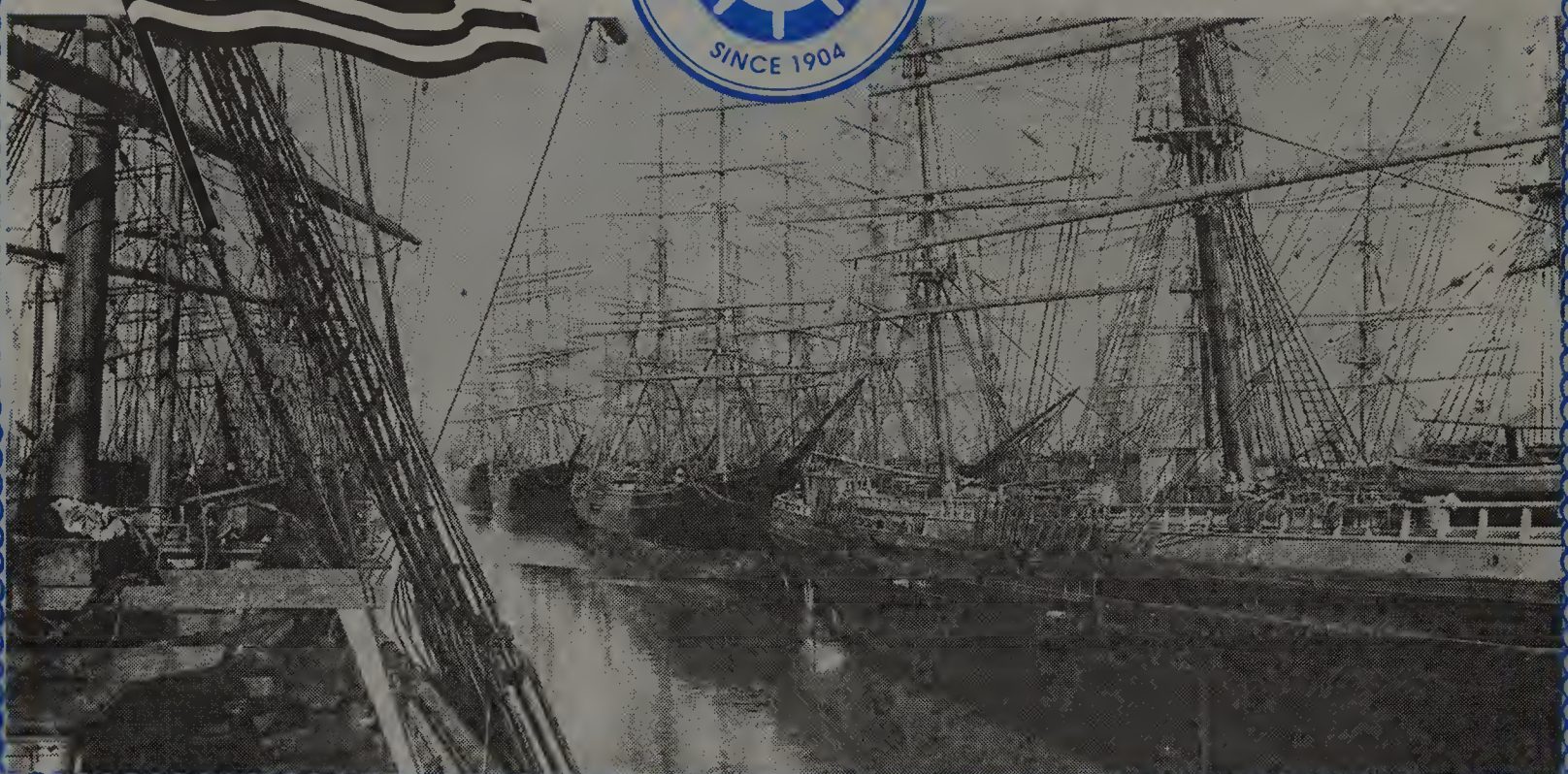
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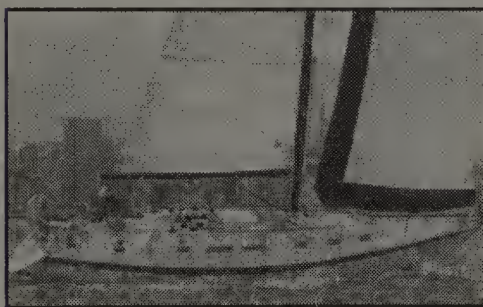
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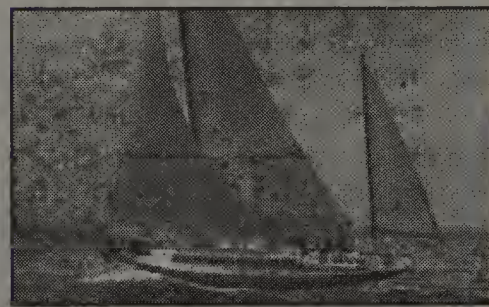
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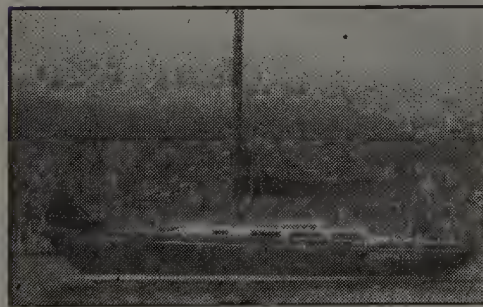
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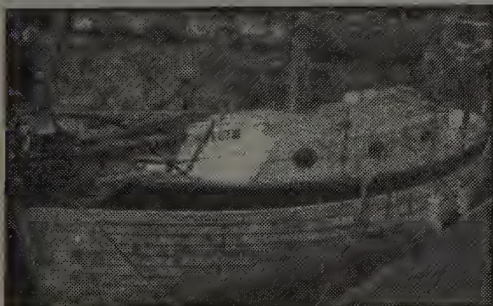
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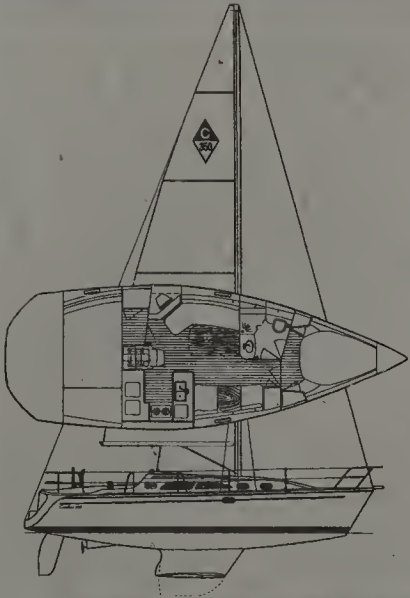
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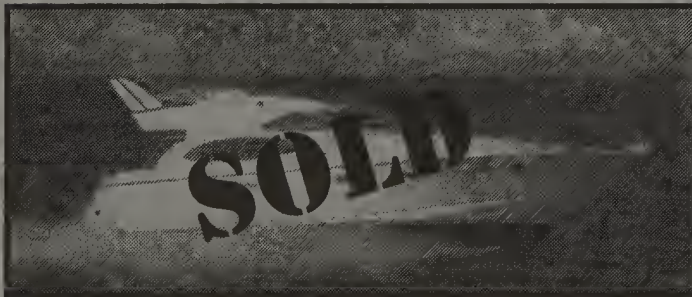


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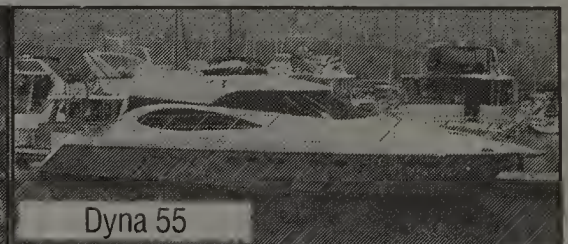
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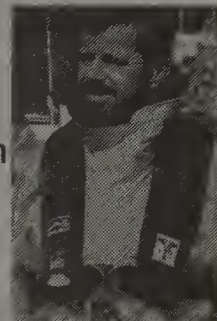
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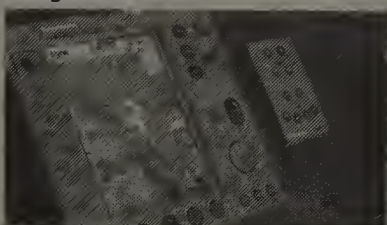
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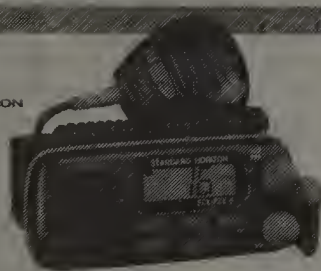
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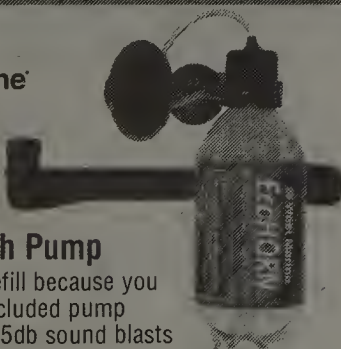
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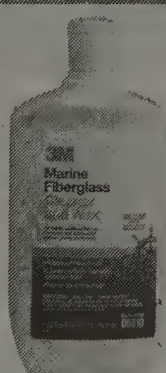
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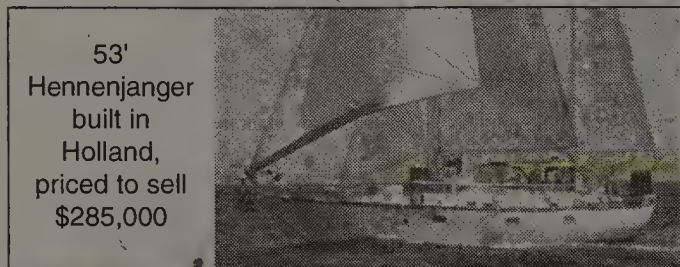
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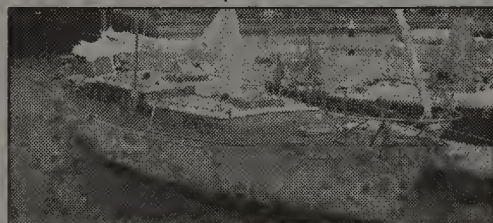
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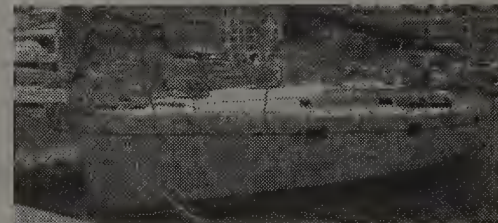
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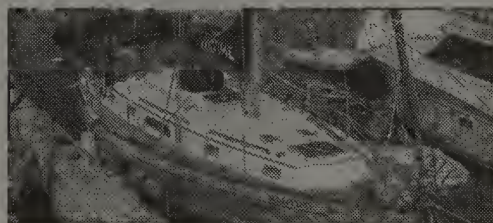
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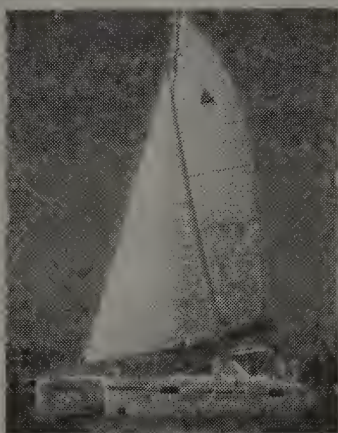
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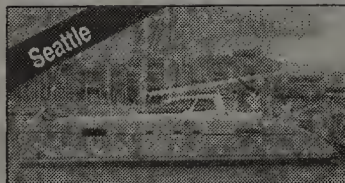
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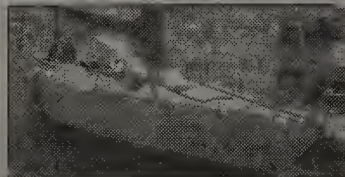
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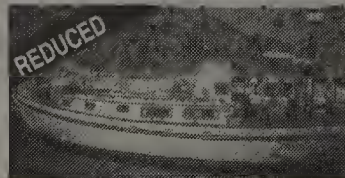
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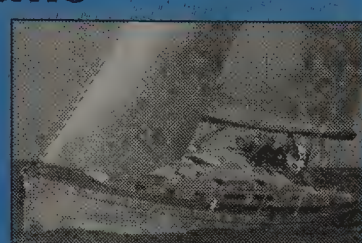
Hanse 311
Base \$85,485



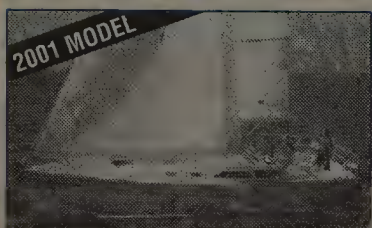
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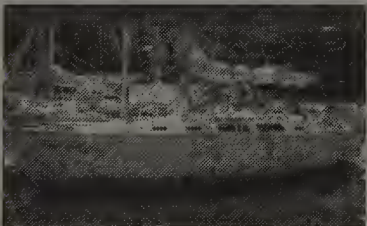
CS 36 \$67,500



Rafiki 37 \$65,000



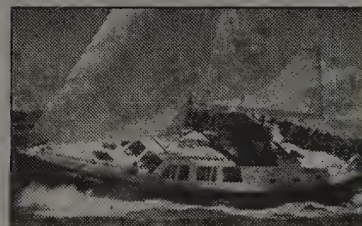
Sabre 34 Mk I \$46,000



Sabre Targa 34 \$98,000



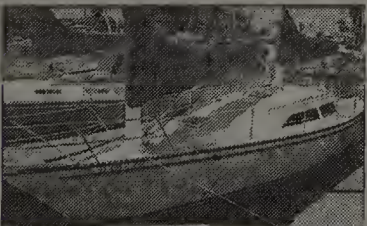
Islander 36 \$38,000



46' Cal 246 \$110,000



Slocum Cutter 43 .. \$149,000



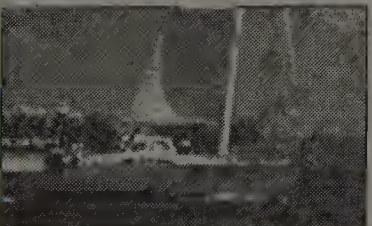
Sparhawk 36 \$59,999



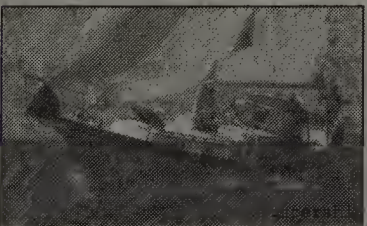
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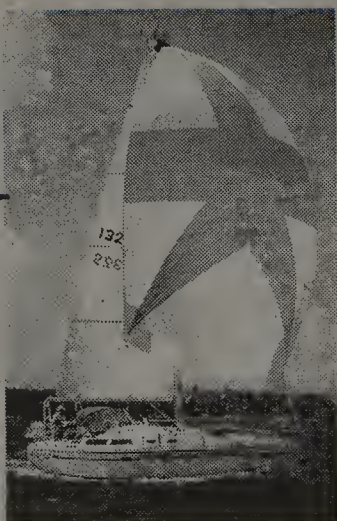


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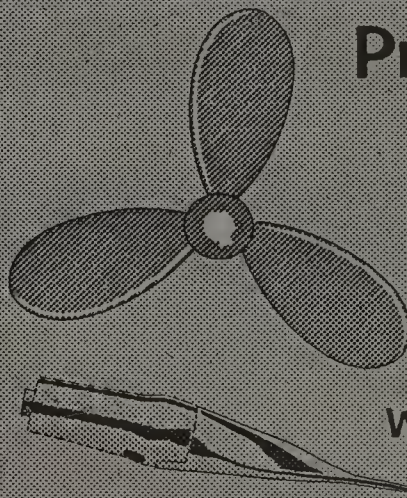
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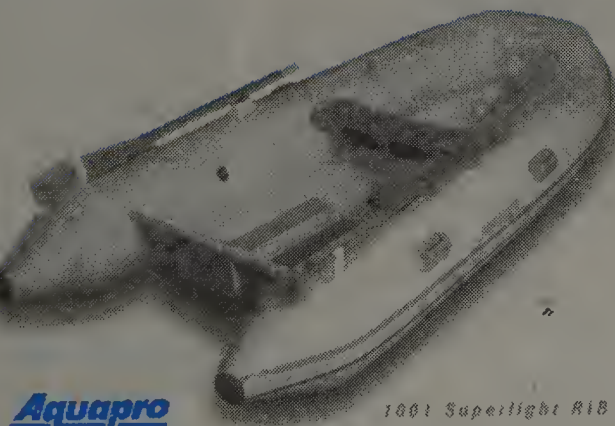
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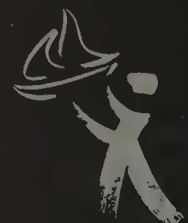
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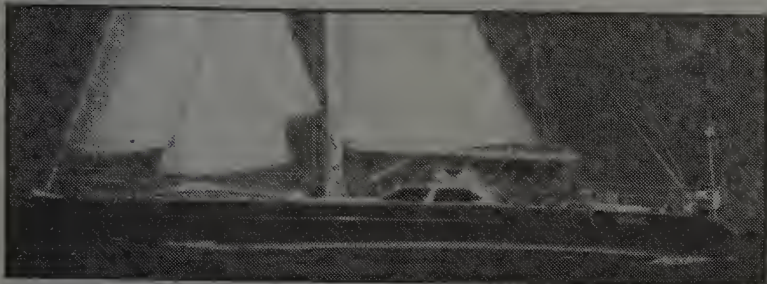


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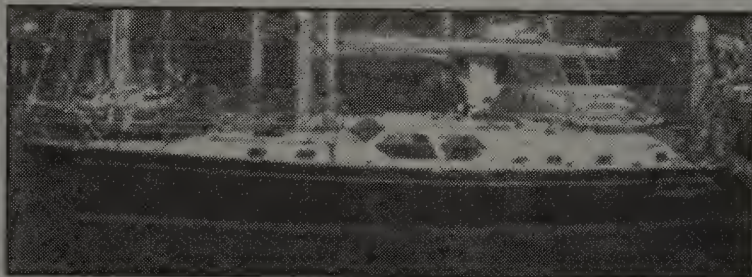
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1982 HANS CHRISTIAN KETCH 43
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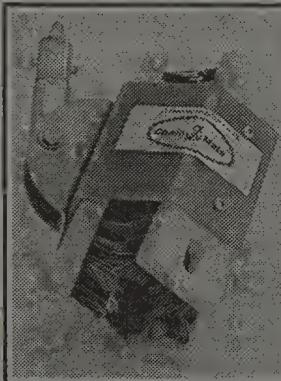
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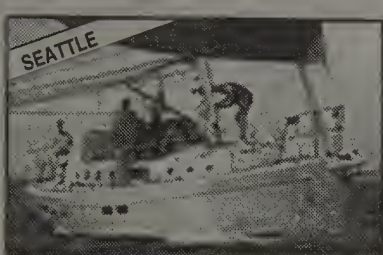
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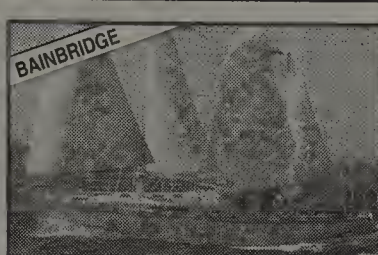
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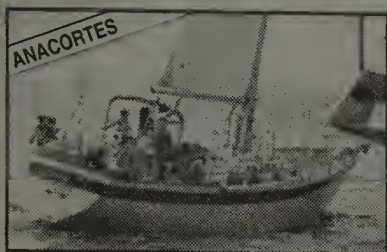
1997 Custom Perry 61 Spectacular, fast cruiser, aluminum. Loaded! **\$999,000**



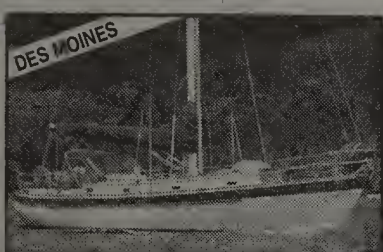
1983 Amel Mango 52
Great offshore yacht! **\$224,500**



1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. **\$339,500**



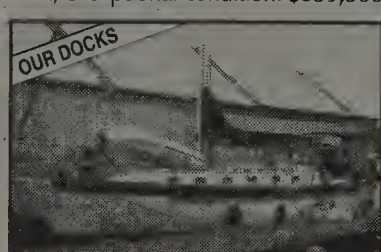
1983 Liberty 458 Orig. owner, many upgrades. Fantastic condition! **\$229,000**



1976 Valiant 40 one owner for the last 17 years! **\$125,000**



1985 Hylas 42
Fast cruiser by Frers. **\$149,500**



1985 Passport 42 Very well equipped, many upgrades, nice interior. **\$198,500**



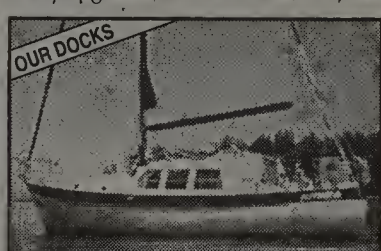
1998 Wauquiez 415 One owner, gorgeous cruising yacht. **\$269,500**



1989 Valiant 40 Rare find, fully outfitted for cruising. **\$235,000**



1978 Valiant 40 Clean boat, many recent upgrades. **\$119,500**



1981 Valiant 40 Pilothouse
Ready to go! **Offers**

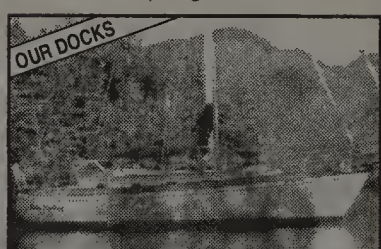


1985 Nautical 40 Very nice condition, all-season cruiser. **\$199,500**

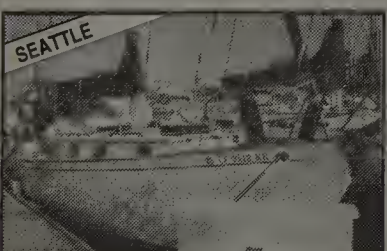
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* 1993 Malo 34	\$117,000	1997 Saga 43	SOLD
* 1981 Valiant 37	104,000	1985 Norseman 447	SOLD
1984 Wauquiez 35	CALL	1984 Liberty 458	SOLD
* 1978 Valiant 37	CALL	* 2000 Malo 45C	621,000
* 1986 Wauquiez 38 MkII	SOLD	* 2000 Wauquiez 48	339,000
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* 2000 Valiant 40	449,000	* 1997 Valiant 50	693,000
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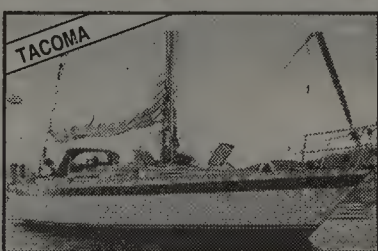
1987 Tashiba 40 Beautiful design, one owner, condition excellent. **\$189,500**



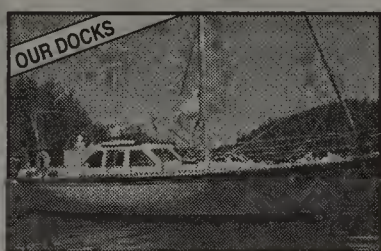
1990 Peterson 36
Beautiful teak interior. **\$75,000**



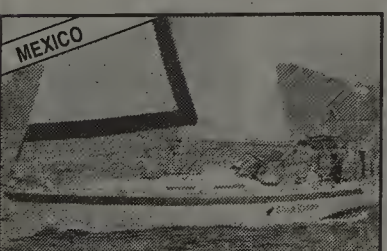
1984 Reliance 37 Bob Perry design immaculate one owner yacht! **\$115,000**



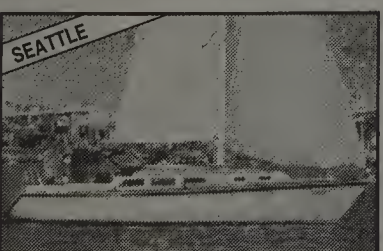
1982 Wauquiez 35 Owner spent over 20K in upgrades. **\$89,900**



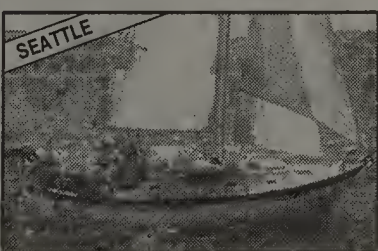
1993 Nautical 35 Unbelievable interior, spectacular condition. **\$159,900**



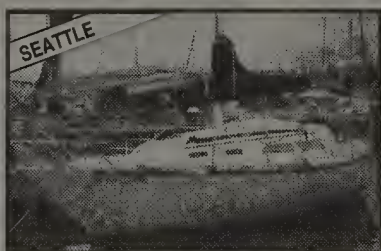
1981 Wauquiez 33
Loaded and ready to go! **\$62,500**



1982 Newport 33
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1977 Valiant 32 New engine and loaded with offshore gear. **\$62,900**



1985 Islander 28 Perry design, nicest one around. **\$29,500**



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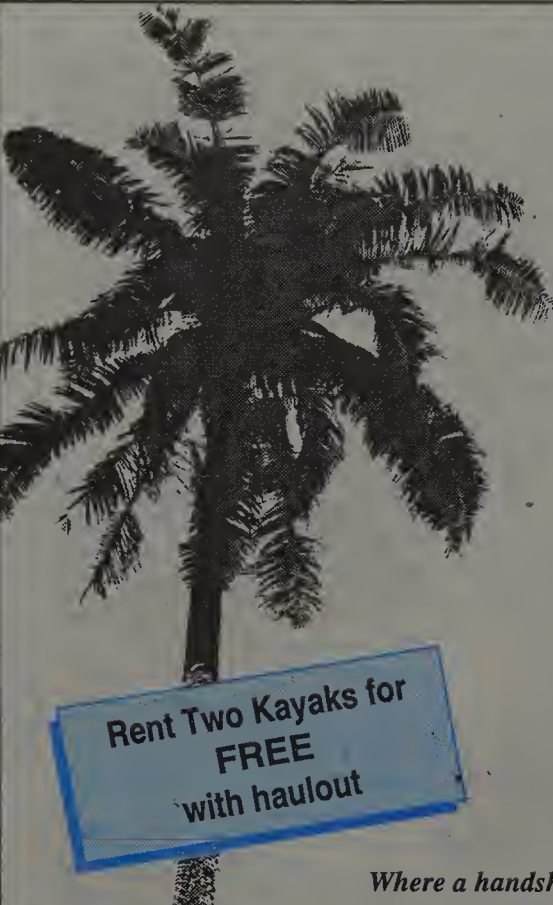
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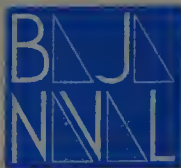
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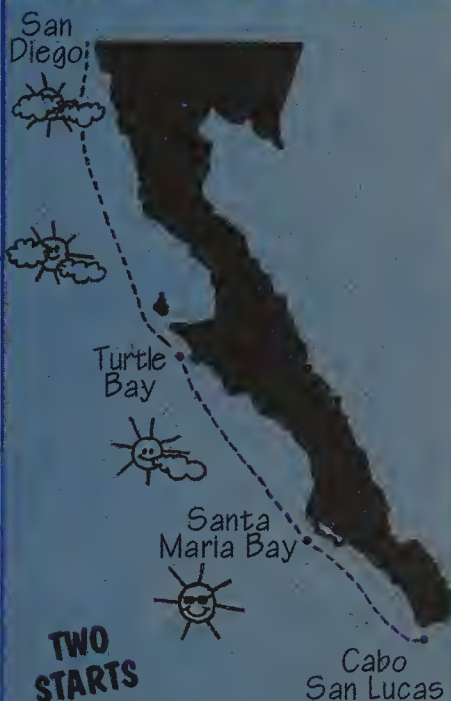
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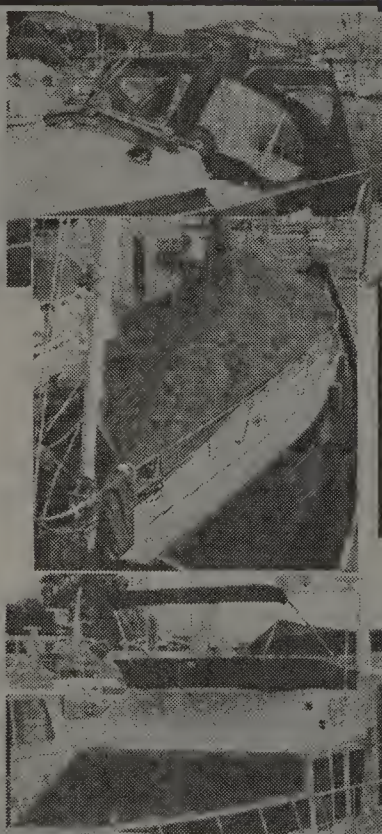


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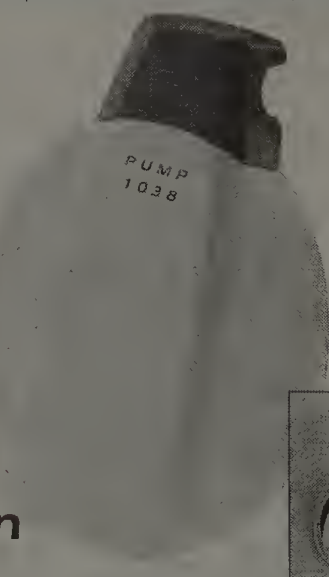
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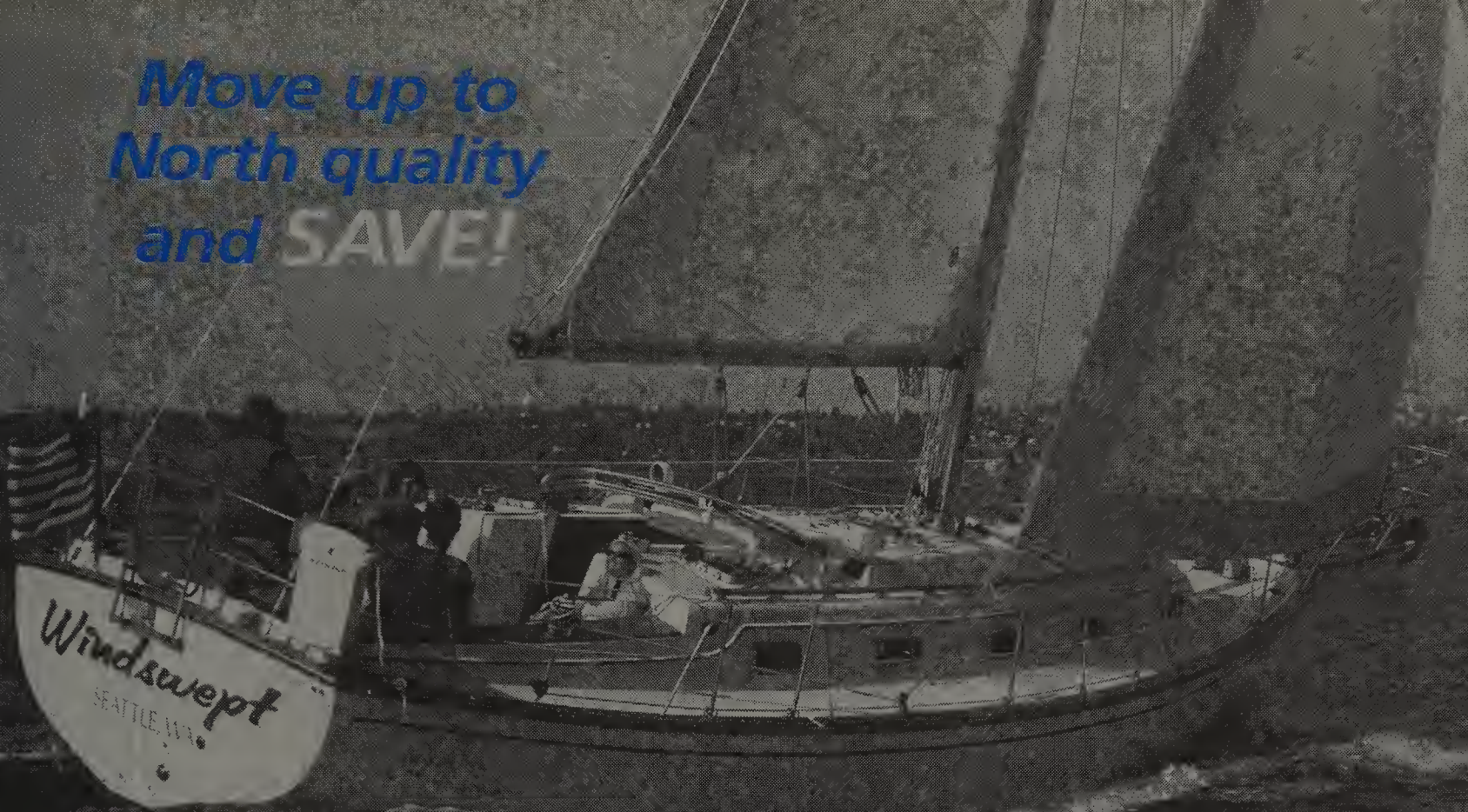
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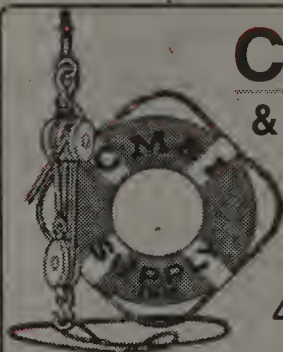
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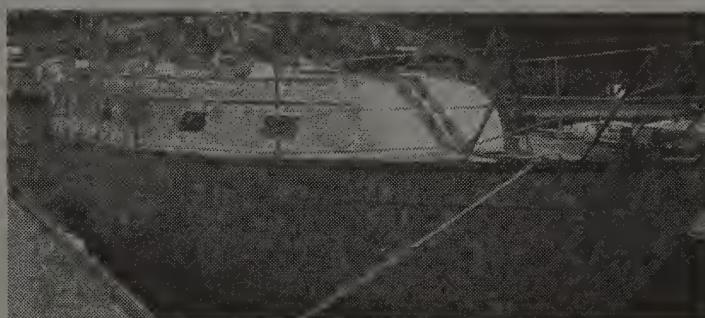


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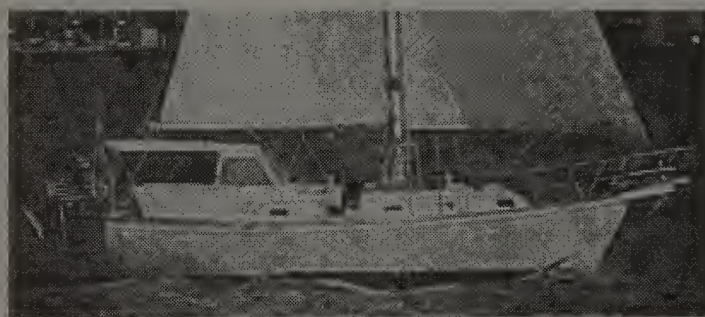
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Aug. 4 & 18 — Open house/free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m. See www.cal-sailing.org.

Aug. 8 — Single Sailors Association monthly meeting at Oakland YC, featuring guest speaker David Forbes (Club Nautique) reviewing man overboard procedures. Drinks at 6:30 p.m.; meeting at 7:30 p.m. Info, (510) 273-9763.

Aug. 9-10 — 30th Annual Concours d'Elegance Wooden Boat Show at the Sierra Boat Company in Carnelian Bay, North Lake Tahoe. Over 125 antique classic woodies will be on display. Tahoe YC, (530) 581-4700, or www.tahoeyc.com.

Aug. 9-11 — Jeanneau Sailboat Owners' Rendezvous at Catalina Harbor, Catalina Island. Dan, (619) 291-2600 or www.hsyacht.com.

Aug. 10 — Master Mariners' China Camp Cruise. DeeDee Lozier, (510) 653-8820.

Aug. 10 — Introduction to Sailing, a seminar at Stockdale Marine (Sacramento) at 2:30 p.m. Cost is \$5 in advance and \$7.50 at the door. Info, (916) 332-0775.

Aug. 10-11 — Open Boat Weekend in Alameda at Ballena Isle Marina, (510) 523-5528, and Marina Village, (510) 521-0905. Bring your checkbook!

Aug. 18 — Oakland YC Open House, 3-5 p.m. Info, (510) 522-6868.

Aug. 19 — Jim 'Fish' Fisher is 40!

Aug. 20 — S.F. Bay Oceanic Crew Group monthly meeting, featuring a speaker from 'Save the Bay'. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 456-0221.

Aug. 20 — Dee Smith is 50!

Aug. 22 — Full moon on a Thursday night.

Aug. 24 — 6th Annual Swap Meet/Flea Market at Aeolian YC (Alameda), 7 a.m. to 1 p.m. Sherri, (510) 523-2586.

Aug. 24 — 12th Annual Vallejo YC Flea Market, 9 a.m. to 2 p.m. "If it's legal, sell it!" Rosemary, (707) 644-6178, or VYC, (707) 643-1254.

Aug. 24-25 — SCA Cruiser Challenge Regatta, a low-key weekend in Monterey for trailer-sailers 25 feet and under. Hosted by the Potter Yachters Club and MPYC. Info, www.smallcraftadvisor.com.

Aug. 28-Sept. 2 — Sail San Francisco 2002 — "One World, One Ocean." The tall ships are coming for a six-day visit! See the preview on pages 170-174. Info, 447-9822.

Aug. 31-Sept. 2 — Master Mariners' Aquatic Park Raft-Up at the Hyde Street Pier. DeeDee Lozier, (510) 653-8820.

Aug. 31-Sept. 8 — Catalina 30 'Blue Water' Cruise to Monterey. Lloyd Chase, (925) 447-3659.

Sept. 3-Oct. 17 — USCG Auxiliary Boating Skills and Seamanship classes at Yerba Buena Island, Building 2, third floor. Classes are held Tuesday and Thursday, 7:30-9:30 p.m. Cost is \$40. Info, (415) 399-3411.

Sept. 7-15 — 31st Annual Fall Boat Show at Jack London Square. NCMA; Info, (510) 834-1000 or www.ncma.com.

Sept. 13-15 — Beneteau Owners' Annual Rendezvous at Isthmus Cove, Catalina Island. Southwestern Yacht Sales; Jade, (619) 224-7784.

Sept. 14 — Encinal YC's Annual Fall Flea Market, 6:20 a.m. to 1 p.m. Info, (510) 522-3272.

Sept. 14-15 — Third Annual Cheoy Lee Boat Owners Rendezvous at Ayala Cove, Angel Island. Info, (209) 375-6604.

Sept. 21 — Oakland YC's Annual Flea Market, 8 a.m. to 2 p.m. Info, (510) 522-6868.

Sept. 21 — Cruiser's 'Hands-On' Liferaft Seminar at Sal's Inflatables (Alameda), 9 a.m. to noon. Space is limited; call (510) 522-1824 for reservations.

Oct. 28-29 — Ninth Annual Baja Ha-Ha Rally. Info,

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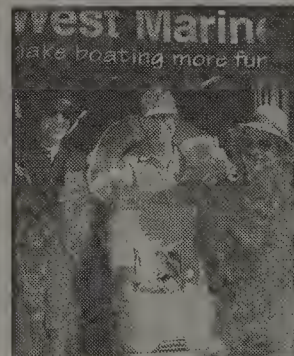
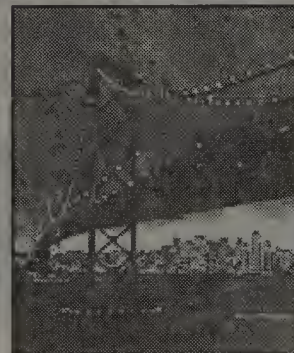
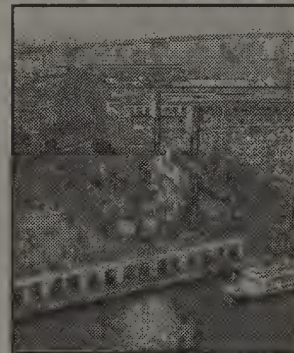
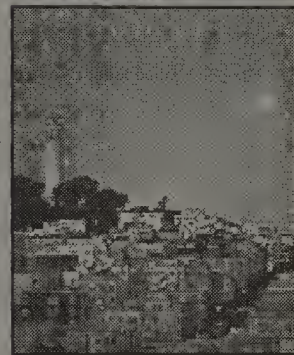
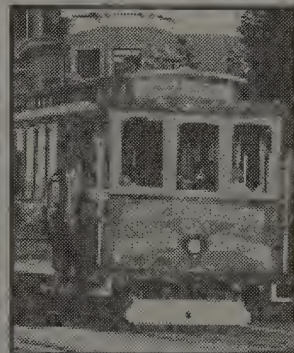
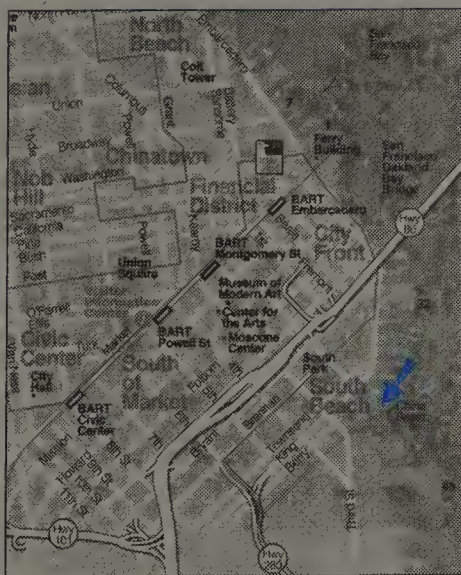
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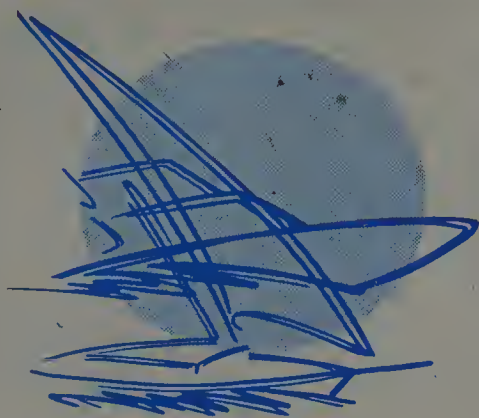
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Racing

Aug. 2 — Santa Barbara-King Harbor Race, an 81-mile downwind sprint similar to our Windjammer Race. Doug Baker's Andrews 70 turbosled *Magnitude*, which recently claimed the Ensenada and Catalina race records, will be going for a hat-trick. The time to beat is 6 hours, 54 minutes — which *Magnitude* set in 1999. SBYC, (805) 965-8112.

Aug. 2-4 — Aldo Alessio Regatta, first of four regattas in the new San Francisco Bay Series. Open to Americap boats over 35 feet and bigger one designs (SC 52, Farr 40, Express 37, J/35, J/120, J/105, 1D-35). StFYC, 563-6363.

Aug. 3 — OYRA/GGYC Lightship II Race. YRA, 771-9500.

Aug. 3-4 — Svendsen's Summer Splash, a regatta for juniors at Encinal YC. Troy Keipper, (510) 769-0221.

Aug. 4-8 — El Toro NAs at Huntington Lake. Info, www.eltoroyra.org.

Aug. 7 — Frank's Tract Regatta in the San Joaquin River. Andreas Cove YC, (916) 789-0237.

Aug. 7-22, 1982 — It Was Twenty Years Ago Today, from an article titled simply "Clipper Cup":

"We won!" exclaimed Clay Bernard, owner of *Great Fun*, with genuine unbridled enthusiasm. What was won was the Clipper Cup, the most coveted trophy in the five-race Pan American Clipper Cup Series in Hawaii, an event that is incontestably the most accurate and grueling test of ocean racing boats and sailors in the world.

The "we" that did the winning, to Bernard's way of thinking, was the United States, who had finally dethroned Australia for the crown. Specifically the "we" was the United States Blue Team consisting of Jim Kilroy's 81-foot *Kialoa* from Los Angeles, Dave Fenix's 55-foot *Bullfrog* from Belvedere, and Clay Bernard's 50-foot *Great Fun* from Richmond. Bernard had the additional pleasure of being part of the St. Francis YC team, a trio composed of *Bullfrog*, *Great Fun* and Jaren Leet's 42-foot *Irrational* — which proved themselves to be the outstanding yacht club team.

If this wasn't the United States' finest hour in modern international ocean racing history, we have absolutely no idea what the other moment would be. Remarkably enough, it was a relatively comfortable victory in the end, and might have been a rout had *Bullfrog* not pulled up lame in the triple-weighted final race.

The Australian Team finished second in the team competition, ten points ahead of the United States White Team, which featured two Southern California boats, John Arens' *Tomahawk* and Larry Harvey's *Brooke Ann*, and was anchored by Irv Loube's Frers 46 *Bravura*, from Richmond.

Aug. 9-11 — Mercury Nationals at Monterey Peninsula YC. Info, Jack_McAleer@rlsteveson.org.

Aug. 10 — InterClub #5 in the Central Bay. TIYC; M.L. Higgins, (510) 748-0289.

Aug. 10 — PICYA Chispa/Youth Regatta at Encinal YC, (510) 522-3272.

Aug. 10-12 — Junior Olympic Festival, a US Sailing event, at San Francisco YC. Info, 435-9525.

Aug. 14-20, 1992 — Ten Years After, from an article titled "505 Worlds — Under the Boardwalk":

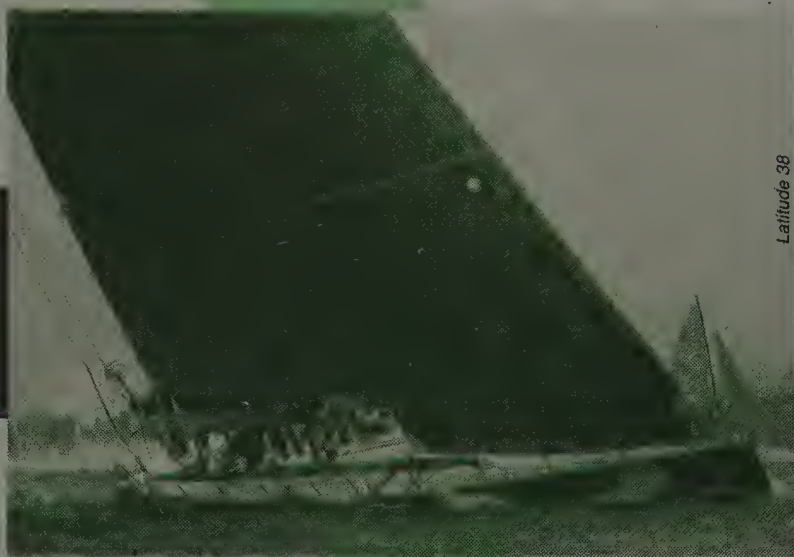
In what one observer called "godlike" conditions, seventy-eight 505 sailors from 20 countries competed for their World Championship off Santa Cruz from August 14 to 20. Those conditions included classic sun, surf and a variety of wind strengths that kept the two-person teams on their toes while sailing their 16-footers a couple of miles off the Boardwalk.

First to Finish! *Zephyrus V* completed the 2070-mile Pacific Cup race from San Francisco to Kaneche Bay Hawaii in less than seven days. Bob McNeill's recently launched 86 foot maxi sloop outperformed its much larger rival, the 146 foot *Mari Cha* to cross the line first by a margin of five hours and fourteen minutes..

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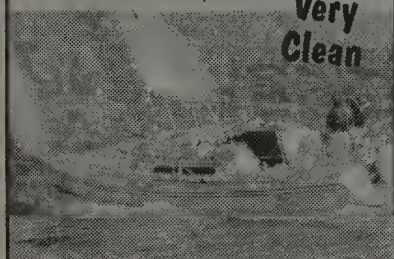
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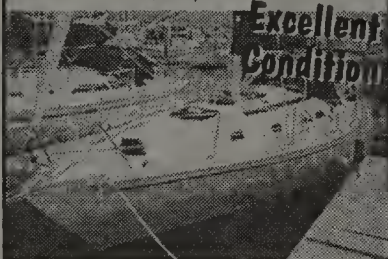
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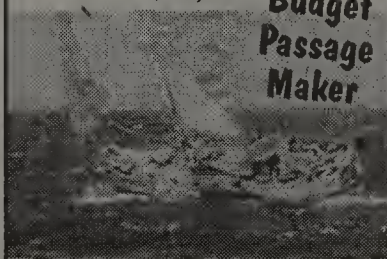
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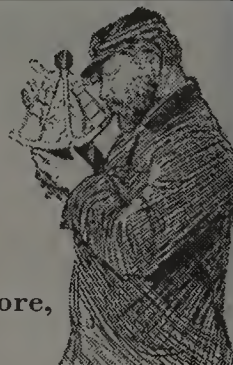
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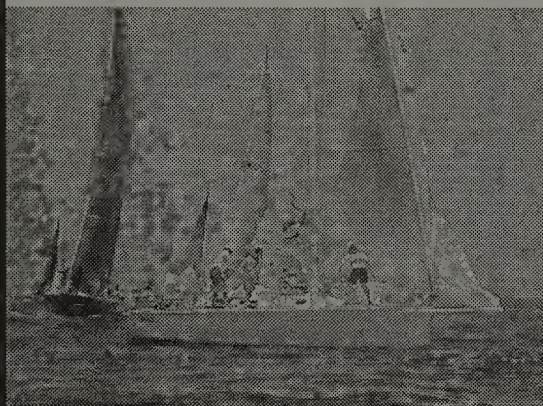
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J/120s) headed south to challenge their SoCal sisters on the one design race course at North Sails Race Week. Some headed south by trailer, others raced offshore in the Coastal Cup. Regardless of the course, all had fun sailing against friendly, competitive fleets.

The one design race course is a common gathering point for J/Boats owners since they are sailors with a common passion for the thrill of sailing. It's a tribute to the owners and the pleasure of sailing a J that so many make the trip south to sail with their sisterships.

Of course, once the racing is over, many continue on cruising, as the versatile J/Boat still has the amenities and seaworthiness for safe, comfortable cruising with friends and family. Many J/Boats pass on the race course and spend their days (and nights) cruising the world's oceans.

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CALENDAR

Pre-regatta favorites Howie Hamlin and Cam Lewis (the latter won the world title as crew in 1981 and 1982) looked strong in the opener with a second place finish. In the next heat, however, disaster struck when skipper Hamlin bore off to avoid a starboard tack only to find another right-of-way boat under his jib. The resulting collision pitted Lewis's upper body against the starboard tack's onrushing bow. Lewis ended up in the hospital with a collapsed lung and Hamlin, who continued sailing with a substitute crew known only as 'Moondog', failed to regain his composure until late in the six-race series.

Even if the American team of Hamlin/Lewis had been on track, they may have had trouble with the incredibly fast and consistent Nicholson brothers from Lake MacQuarie in New South Wales, Australia. Skipper Chris, 24, and crew Darren, 29, used their superior technique and speed to blast the fleet with four firsts and a ninth. Only two years in the 505, the Aussie lads weighed as much as 44 pounds less than other top crews. Upwind in breezes ranging from light to moderately heavy, they edged to the front on the first beat and then just ripped offwind to commanding leads.

The rest of the fleet lined up behind the Nicholsons. 1990 world champion Jorgen Schonherr and crew Michael Poulson from Denmark pulled into second overall and showed their prowess in the lighter conditions. Hometown sailors Bruce Edwards and Dave Shelton of Santa Cruz almost edged out the Danes for second, falling just one place short in the finals, which they won while Schonherr stumbled to eighth. The third place overall matches Edwards and Shelton's performance in the '89 World Championship.

Aug. 16-18 — S.F. Classic/UltraNectar Challenge, part of a national boardsailing series. StFYC, 563-6363.

Aug. 17 — OYRA/SFYC Southern Cross Race. YRA, 771-9500.

Aug. 17 — Gracie & George Race, a doublehanded affair hosted by Encinal YC. Info, (510) 522-3272.

Aug. 17 — Fall One Design #1. SCYC, (831) 425-0690.

Aug. 17-18 — Summer Keelboat Series, the second one design event in the S.F. Bay Series. Nine classes, two venues. SFYC, 789-5647.

Aug. 18 — SCORE/Doublehanded #1. Santa Cruz YC, (831) 425-0690.

Aug. 18-23 — Nautica 2002 Star Class World Championship at Cal YC. See www.starworlds2002.com.

Aug. 24 — SSS Half Moon Bay Race. Synthia Petroka, (408) 929-7217.

Aug. 24-25 — Quickboat Series, the second Americap II event in the S.F. Bay Series. SFYC, 789-5647.

Aug. 24-25 — Millimeter Regatta at Tinsley Island. StFYC, 563-6363.

Aug. 24-25 — Vanguard 15 Nationals. StFYC, 563-6363.

Aug. 30 — Windjammers Race — downwind to Santa Cruz! SCYC, (831) 425-0690.

Aug. 30-Sept. 1 — 29er Nationals/Byte PCCs. Richmond YC, (510) 237-2821.

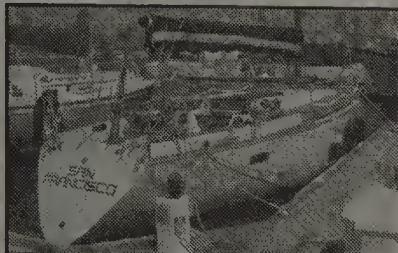
Aug. 31 — Jazz Cup, co-hosted by South Beach YC and Benicia YC. SBYC, 495-2295.

Aug. 31-Sept. 1 — NOOD Regatta. Invited classes are SC 52s, Farr 40s, J/120s, Schock 40s, Beneteau 40.7s, Express 37s, J/35s (North Americans), 1D-35s, J/105s, Express 27s, Melges 24s and J/24s. StFYC, 563-6363.

Sept. 2-7 — 18 Skiff International Regatta. About a dozen of these wildly-overcanvassed 18-footers will race directly in front of St. Francis YC in a race course designed for maximum crash and burn action. StFYC, 563-6363.

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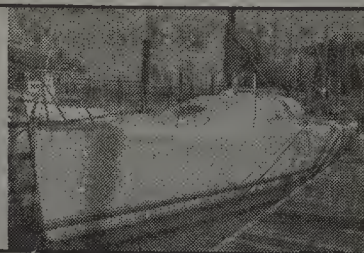


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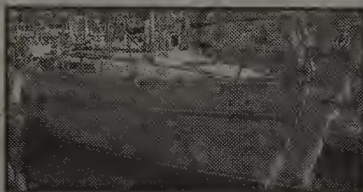
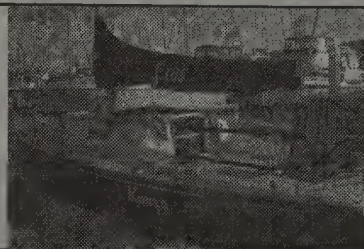


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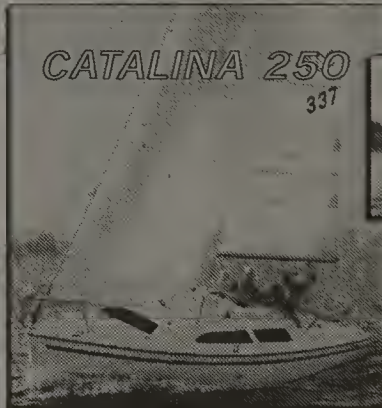
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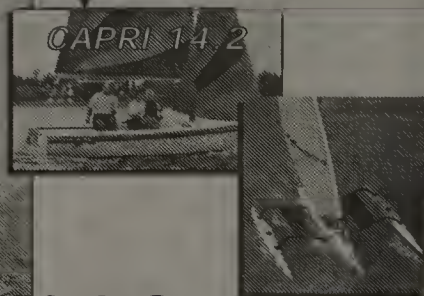
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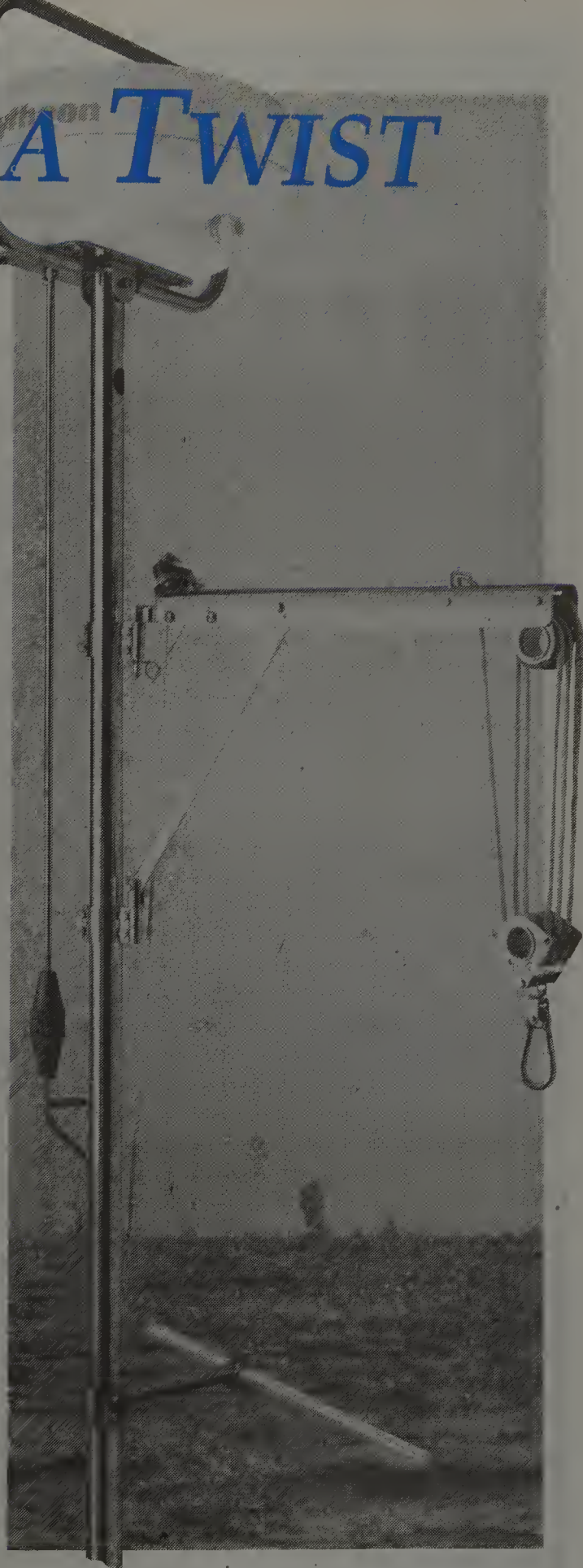
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CALENDAR

Sept. 7 — 30th Centennial Trophy, a low-pressure tour of the South Bay. San Leandro YC, (510) 351-3102 or www.sanleandroyc.org.

Sept. 7-8 — Dolphin Cup for Moore 24s and Olson 30s. Monterey Peninsula YC; Niels Andrews, (831) 595-3233.

Sept. 8 — Day on Monterey Bay, benefitting Big Brothers/Sisters. SCYC, (831) 425-0690.

Sept. 12-15 — St. Francis Big Boat Series, presented by Rolex. StFYC, 563-6363.

Sept. 20-22 — Catalina 34 Nationals. Info, wjedy@email.msn.com.

Sept. 20-22 — 20th Express 27 Nationals. RYC; Jason Crowson, (510) 233-0023.

Sept. 22 — Women's Skipper Regatta, a benefit for the Sausalito YC junior program. Erin Sypulkoski, 331-1838.

Sept. 27-29 — Melges Gold Cup. StFYC, 563-6363.

Oct. 31-Nov. 2 — Isla Navidad Race, a 1,178-mile dash from Long Beach to Navidad co-hosted by LBYC and NHYC. Mike Nash, (714) 540-6060, ext. 129.

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BERKELEY YC — Friday Night Races through 9/27. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series. Every Friday night through 9/6. CYC, 435-4771.

COYOTE POINT YC — Every Wednesday through the end of October. Mike Finn, (408) 267-7359.

ENCINAL YC — Friday Night Twilight Series, second half: 8/9, 8/23, 9/13, 9/27. Les Raos, (925) 930-0247.



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FOLSOM LAKE YC — Wednesday Night Fun Races through 9/25. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday Nights: 8/9, 8/23, 9/6, 9/13. Chris Joyce, 821-4467.

GOLDEN GATE YC — Folkboat Wednesday Nights 8/7-8/28. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 8/2, 8/16, 9/6, 9/20, 10/4. David Hand, (925) 820-5637.

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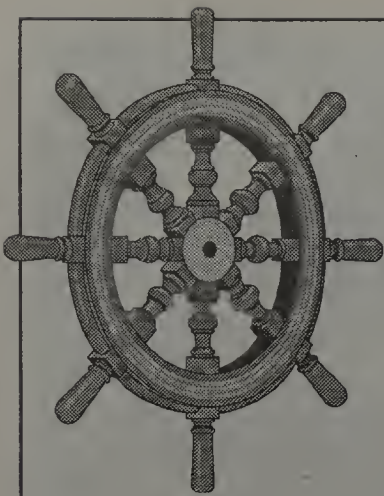
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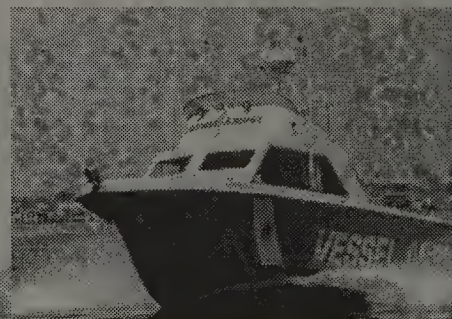
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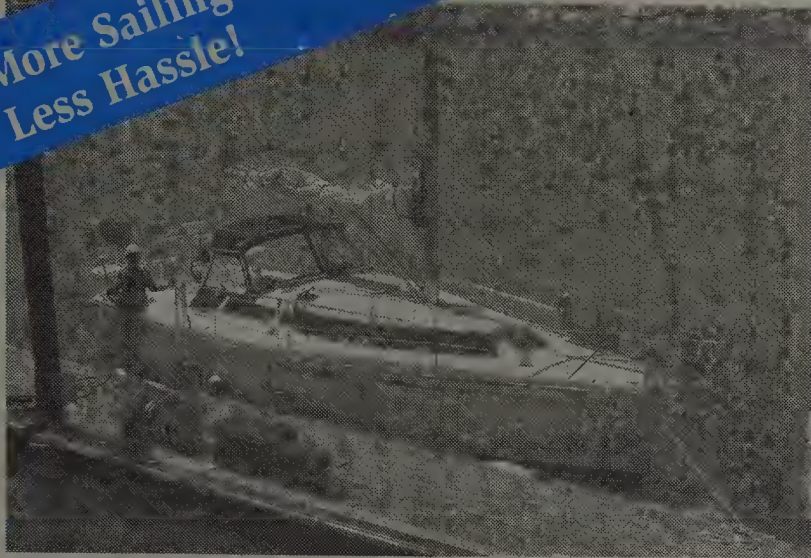
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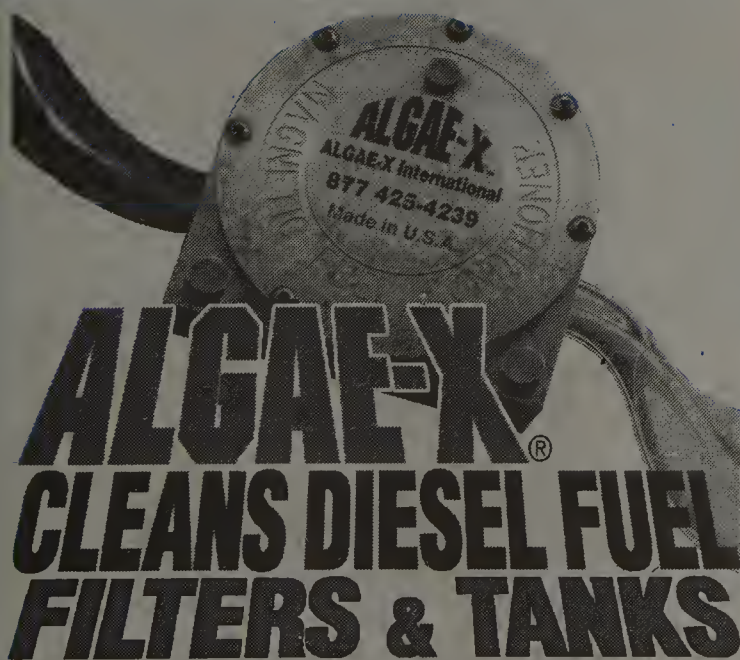
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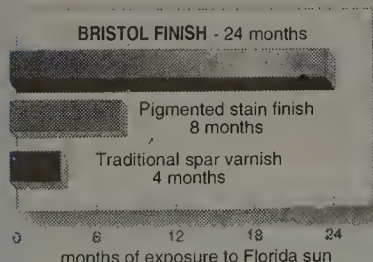
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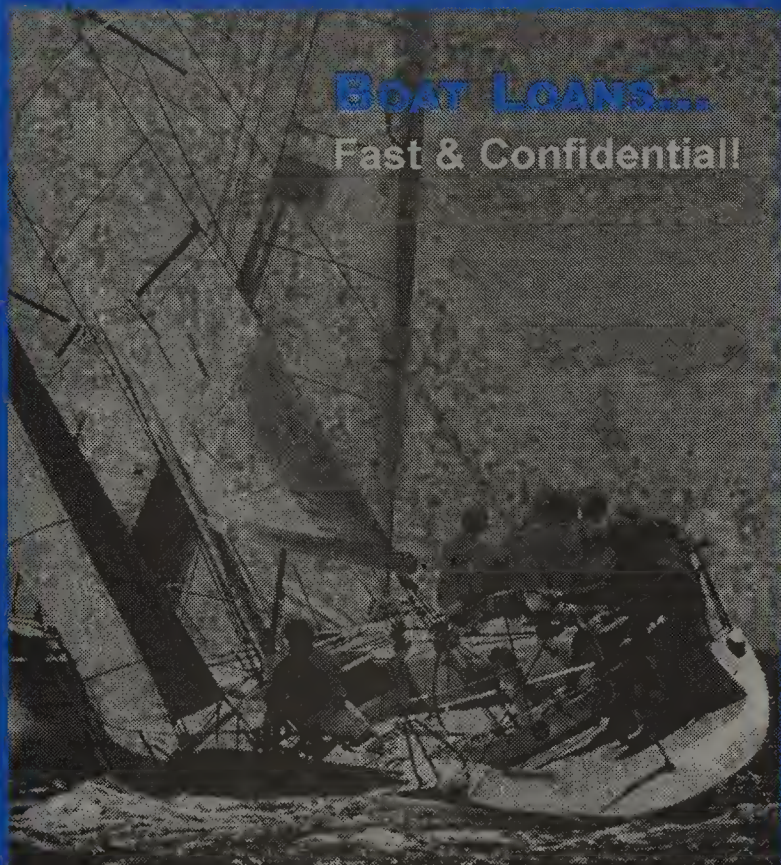
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CALENDAR

OAKLAND YC — Sweet 16 Series. Every Wednesday through 9/18. George Gurrola, (510) 843-9417.

RICHMOND YC — Wednesday Nights: 8/7, 8/21, 9/4, 9/18. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Friday Night Windsurfing: 8/9, 8/30, 9/13, 9/27. John Craig, 563-6363.

SAN FRANCISCO YC — Family Dinghy Series. Wednesday Nights through early September. Quentin, 435-9525.

SANTA CRUZ YC — Every Wednesday during daylight savings time. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series, second half: 8/13, 8/27, 9/10, 9/24. Tim Prouty, 331-9147.

SEQUOIA YC — Every Wednesday Night through 10/9. John Farnsworth, (650) 366-9911.

SIERRA POINT YC — Tuesday Night Races through 10/8. Parks Phelps, (650) 952-0651.

SOUTH BEACH YC — Friday Night Series: 8/2, 8/16, 8/23, 9/6. Joel Davis, 999-1019.

TAHOE YC — Monday Night Lasers through 8/26. Dan Houseman, (530) 583-9111.

TAHOE YC — Wednesday Night Beer Cans through 8/28. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nighters: 8/16, 8/30, 9/13. Gerry Gunn, 435-6038.

VALLEJO YC — Every Wednesday Night through 9/25. Bill Thomas, (707) 643-1254.

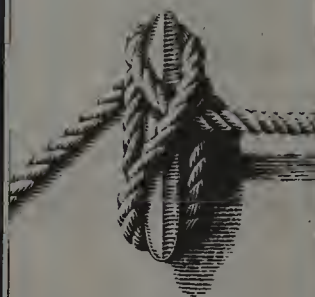
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

August Weekend Currents

date/day	slack	max	slack	max
8/03Sat		0008/3.2E	0433	0732/2.1F
	1043	1239/1.3E	1559	1854/1.7F
	2145			
8/04Sun		0105/3.6E	0526	0833/2.5F
	1145	1343/1.4E	1700	1950/1.9F
	2237			
8/10Sat	0240	0557/5.5E	0942	1242/4.4F
	1602	1830/3.5E	2144	
8/11Sun		0038/3.5F	0332	0643/5.2E
	1023	1323/4.2F	1640	1916/3.7E
	2238			
8/17Sat	0414	0729/3.0F	1037	1250/1.4E
	1603	1854/2.1F	2139	
8/18Sun		0107/4.1E	0517	0835/3.3F
	1143	1423/1.5E	1709	2002/2.2F
	2240			
8/24Sat	0238	0541/4.4E	0932	1229/3.5F
	1539	1807/3.0E	2134	
8/25Sun		0022/2.9F	0318	0617/4.1E
	1004	1257/3.3F	1608	1842/3.1E
	2212			
8/31Sat	0239	0529/1.9F	0859	1059/1.3E
	1358	1709/1.5F	1954	2326/3.3E
9/01Sun	0346	0646/2.1F	1012	1205/1.2E
	1520	1815/1.5F	2059	

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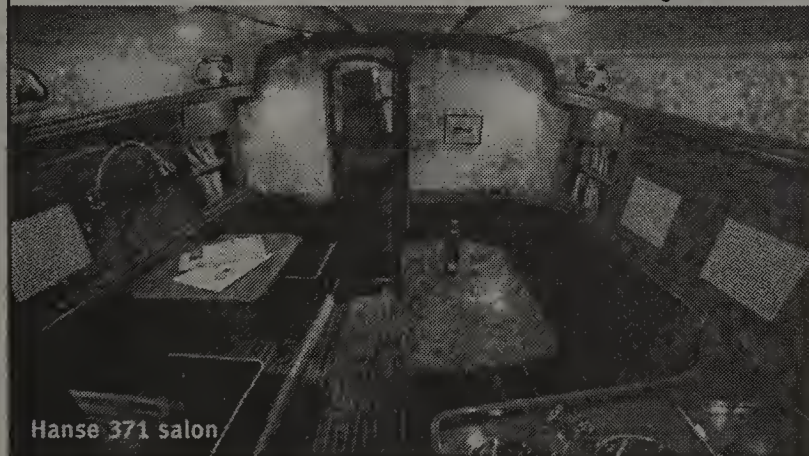
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LETTERS

THE FEMALE CREW WAS GREAT

I've been sailing for over 30 years — mostly on San Francisco Bay and off Santa Cruz — and have been a loyal reader of *Latitude* for more than 20 years. Not long ago my wife and I went to Maui on a vacation/honeymoon, and sailed on the Santa Cruz 50 charterboat *Scotch Mist II*, which is based out of slip #2 at Lahaina. The captain of *Scotch Mist* is a young woman named Christina, and the First Mate is Wendy. For



ROB MARTINELLI PHOTO

Wendy (L) and Christina flash a favorite Hawaiian gesture: Hang loose.

\$35 each, my wife and I enjoyed two hours of great, fast sailing. We highly recommend it for everyone who vacations on Maui.

We particularly enjoyed watching the young women handle the boat. As for Christina and Wendy, they said they wanted to pass along a 'thank you' to Bill Lee for designing and building such a fine sailing boat. Christina, by the way, grew up in Northern California sailing Lasers on the Bay.

I'm familiar with SC 50s, as almost 20 years ago my uncle Stew bought *Octavia* from Bill. My cousin Shep is now the owner. In fact, he's sailing in the West Marina Pacific Cup defending his title from the previous event. We're proud of him and wish him — and all the other entrants — good luck. Shep, my brother John, and I all grew up sailing out of Watsonville, and did a lot of Santa Cruz Wet Wednesday night races, which are a lot of fun.

We also read *Latitude* every month, and can't wait to get the next issue. Thanks for all the fun stuff you gather from all over the world. You guys are a big motivation for all of us sailors. But we just wanted to pass along the Maui story because it's something everybody who visits the islands should experience. Go for it!

Rob Martinelli and Family
Stella III
Long Beach

I'VE FALLEN IN LOVE WITH HAWAII

Some months ago in *Changes*, I read that someone was complaining about the government in Hawaii having a negative attitude toward sailors. The writer said he would come back and detail what he meant, but to my knowledge never did. I've fallen in love with Oahu, and planned to sail there when my retirement commences in a couple of years. Before I commit, I would like to learn about what I would be facing there as a sailor, as I wouldn't like to see my dreams turn into hell. Please advise.

Anthony Bansky
Brisbane

Anthony — While Hawaiians have always had a great

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LETTERS

affinity for the ocean, recreational sailing has never been their thing. As a result, there has never been much enthusiasm for providing or improving facilities that might be mostly used by haoles. If you need evidence, visit the Ala Wai Yacht Harbor in Honolulu, the Island's largest. Despite being blessed by



NICK SPINDLER PHOTO

The Hawaii YC, one of the best things about the Ala Wai Yacht Harbor and Hawaii.

one of the great marina locations in the world, what should be a tropical showplace is long on pavement and very short on charm. Nor has the Ala Wai ever

been particularly mariner friendly — except with extremely low slip fees, which ironically have been a major deterrent to new and young sailors. The good news is that things have gotten so bad that the state has been making noises about turning it over to a private operator. We'll be in Hawaii as this issue goes to print, so we'll try to pull up to speed on the subject.

Something else you might want to consider is that Hawaii doesn't have a lot to offer in terms of casual cruising. You can have a lot of fun in the protected waters in the lee of Honolulu and Kaneohe Bay, but it's a very small area. Once beyond those protected waters, you have to be prepared for boisterous sailing. But if you do go to the considerable effort of sailing to Maui, for example, don't expect to find many anchorages or much of a welcome.

If we were you, we'd fly over to Oahu to discuss your dreams and aspirations with the folks at the Hawaii, Waikiki, and Kaneohe Yacht Clubs. They're great folks who will be happy to fill you in. Be sure to also stop at the new Ko Olina Marina at the tip of Oahu, the nicest and most modern facility in Hawaii. Mahalo.

ROUGH JOBS

About that tugboat worker 'Plumb Bob', who wrote in last month. His info on operations and types of tugs was interesting, but like most tug workers I have encountered, Bob seems a little full of himself. Maybe they confuse horsepower with personal power.

Trust me when I say I always give tugs lots of room. Not because I "already have a strike or two against me", but because tugs have been very aggressive with me in the past — despite my efforts to keep my distance. These instances have all occurred in L.A. Harbor, not up here in Channel Islands. The work boats around Channel Islands Harbor that serve the oil industry follow a course that is straight as an arrow and are easily avoided. They only deviate to avoid careless mariners.

Bob, like many others, is confused about what the most dangerous jobs are. According to the U.S. Labor Department, the most dangerous jobs are as follows: 1) Truck driver; 2) Farm worker; 3) Sales supervisor/proprietor; 4) Construction worker; 5) Police detective; 6) Airplane pilot; 7) Security guard; 8) Taxi driver; 9) Timber cutter; 10) Cashier; 11) Fisherman; 12) Metalworker; 13) Roofer; and 14) Firefighter. For a more complete list, check out www.comebackalive.com/

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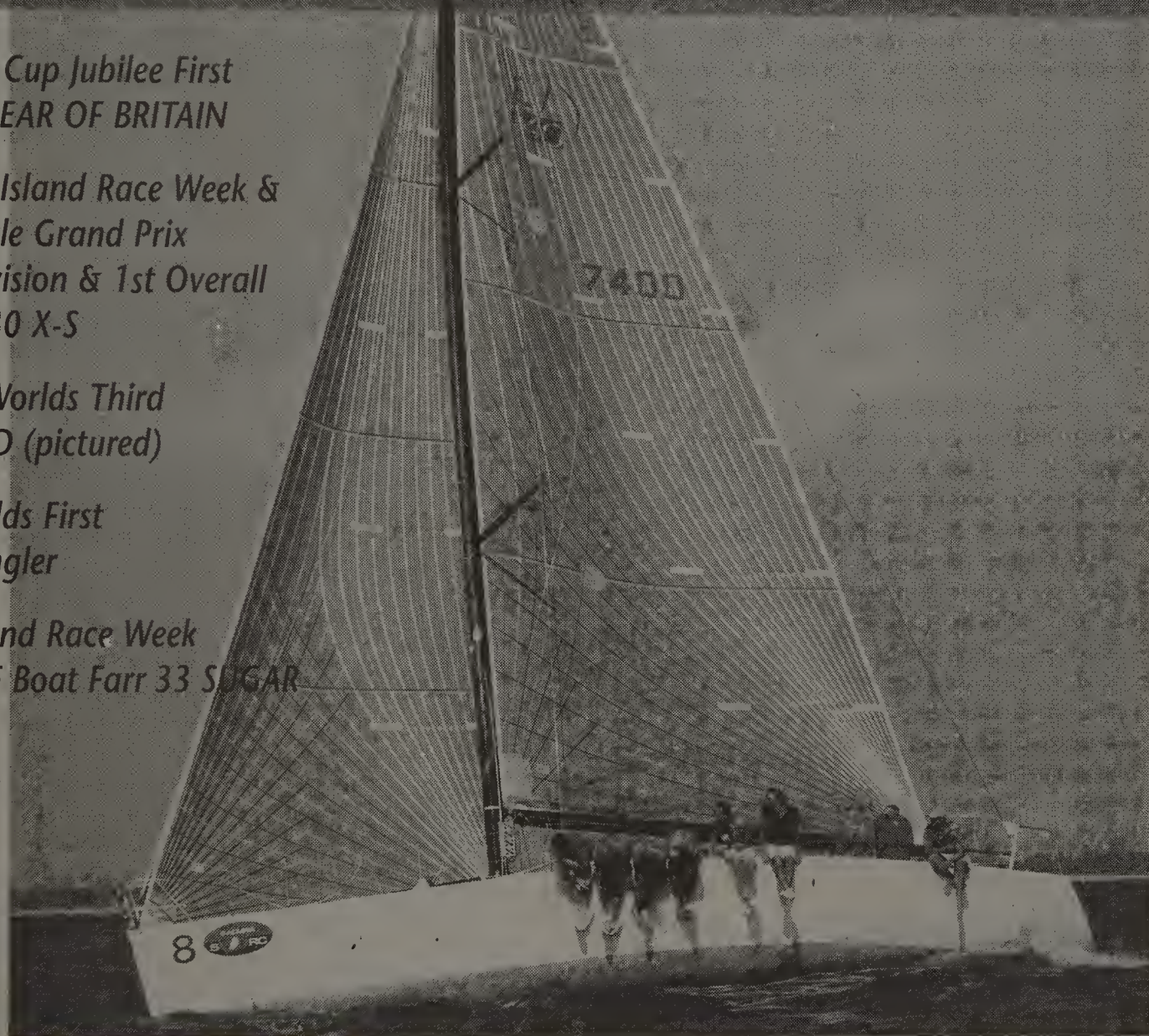
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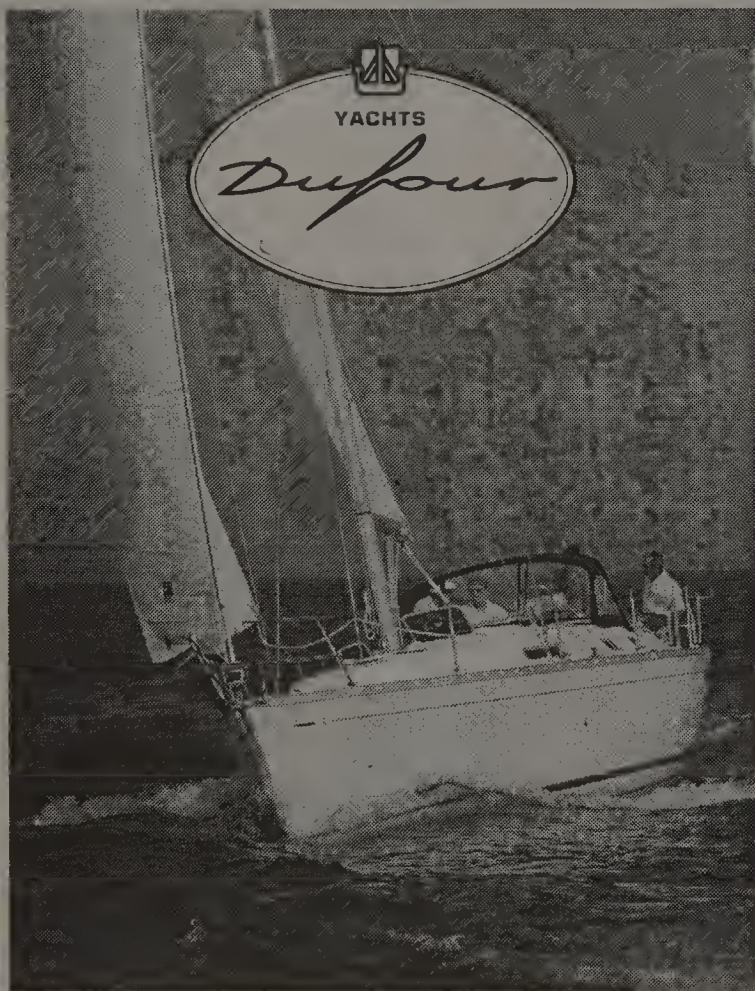
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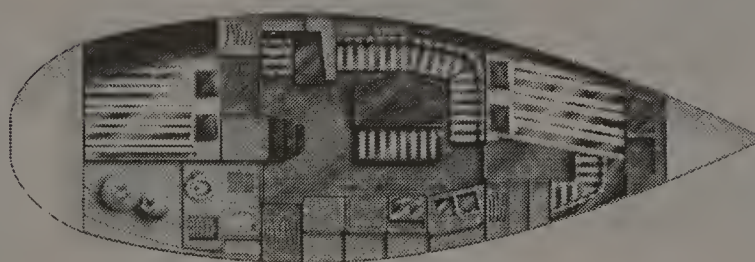
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LETTERS

df/dngrjobs.htm to get the facts.

When I left my job as a supermarket checker to become a high school physics teacher, people thought I was so brave and asked if I was going to get a bulletproof vest. When I tried to explain that teaching was much safer than being a supermarket checker, they didn't seem to believe me.

Why do I care about dangerous jobs? Because I think people should appreciate the risks these people take daily, and as a science teacher, I try to teach people to be a little more rational about life's risks. People think nothing of spending hours a day on the freeway, but are scared to death of sailing out of sight of land. Go figure!

I loooooovve your mag!

Daniel Riedinger
Lady Grace, Schock 23
Channel Islands

WHAT TO DO WITH THOROUGHLY TRASHED SAILS?

How can one best dispose of old thoroughly trashed dacron, nylon and Mylar sails? Is there any alternative to the landfill?

Larry Weaver
Santa Cruz

Larry — That's a great question — to which we don't have even a bad answer. Can anybody help?

BOATS THAT JUST WON'T WEAR OUT

I'm the owner of an Islander 24, affectionately known as the *Sea Pig*, which I keep in the Alameda Marina. Here's my question: What do people do with boats that have outlived their useful lives? Do they pay to have them 'salvaged'? Or do they just abandon them in marinas?

At age 37, the *Sea Pig* is healthy and happy, but her time will come. Then what happens to her? Or more accurately, what are the options for her? I know there are donation services, but surely many boats could not qualify as useful due to various problems.

P.S. *Latitude* is one of those special, perfect things in life. Thank you for all your great work.

Barrett Braun
Sea Pig, Islander 24
Alameda

Barrett — *Latitude* "perfect"? Please!

Remember 'planned obsolescence'? Apparently, the manufacturers of fiberglass boats didn't get the message. The first glass boats — built in the late '50s — are still going strong. If they were properly built, they'll last another 50 years. If you insist on looking into ultimate options, you could cut your relatively small boat — we think a chain saw is the preferred tool — into small pieces and take them to a landfill. This is often what's done with boats that have been fatally wrecked on reefs or destroyed in hurricanes. Save the lead, however, because it's valuable. The other option would be to sail your old boat over to the John Burton Anchorage on Richardson Bay, where any number of people — many of them drunk and/or drugged — will gladly take it for a residence.

PEACE, LOVE, AND HARMONY

We can hardly believe that in just a few months we will be drinking an anniversary toast to the Ha-Ha 2000. It's been an amazing two years for us. After about eight months of threatened divorce — or even worse, murderous thoughts — we finally have managed to sail on a fairly even keel. (Our cruising tip #1 is not to start a circumnavigation after only

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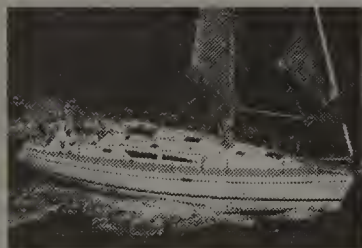
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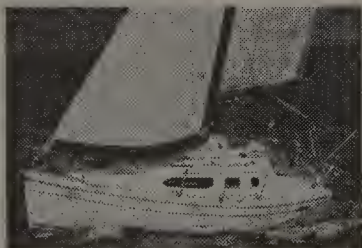
'99 Hunter 410 — \$179,500



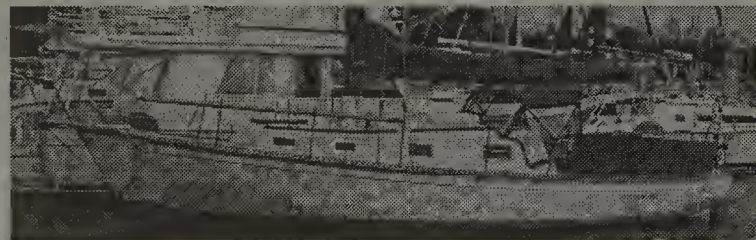
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LETTERS

living aboard for two days!) We still have loud 'discussions', but that's normal for us.

Right now, we are at anchor off Malolo Lai Lai, home of the Musket Cove YC. When we used to read and dream about heading out, the name Musket Cove YC stood out as sounding so exotically adventurous. Long ago we decided that even

though we had never joined anything, we would be members of this club. We joined last season on the way to New Zealand. We're back here again and are playing Philo Hayward's CD *Kid Heart*, which the Poobah passed out for free during the Ha-Ha, so naturally we thought of that event. We hope you read this Philo, because we would both like to thank you for hours of immense listening pleasure.



LATITUDE / ANDY

Philo Hayward, the crooning cruiser.

We live a weird and simple existence on our floating, mobile habitat, and we heartily recommend it to others. When we say simple, we mean it. We carry 40 gallons of water, 40 gallons of fuel, and don't use our refrigeration. The insulation stinks on our refig, so maybe we'll get it fixed in Oz. Then again, why would we do that?

The world is a beautiful place, and it's great being a citizen of it. As Piri on Rarotonga says, "Peace, love, and harmony." Many thanks *Latitude* for inspiring us. If it weren't for you, we probably wouldn't be out here.

Gene and Sue Osier
Peregrine, Serendipity 43
 Ha-Ha Rally of 2000

Gene & Sue — Are you insinuating that there's more to life than work and sitting in traffic?

NAIVE COMPASSION

I just moved to New York after 10 years in San Francisco, and still manage to get a copy of your rag every month. It is the best.

First out of the gate, I should say I am not an American, but a Frenchman. Many times, in the reports by cruisers in your paper, there are mentions of cruisers giving away pens, T-shirts, and books to locals in foreign lands. I am definitively against that. In so doing, you are destroying cultures you so hopelessly look for. The only way those people are going to maintain their identity, develop their economy, and stay in their country is by maintaining balance.

If you give money for free, or the equivalent of a day's work for free, not only do you supply unfair competition to whatever entrepreneur in that country who is trying to supply something for a living, but you also give a disincentive to everyone to work in order to buy what you supply for free. There is nothing more sad to me than seeing young kids in remote places wearing Nike T-shirts that had been given to them free — probably by well-minded charities or individuals, thinking they were helping. They were not helping, but accelerating the destruction. This naive compassion is probably com-

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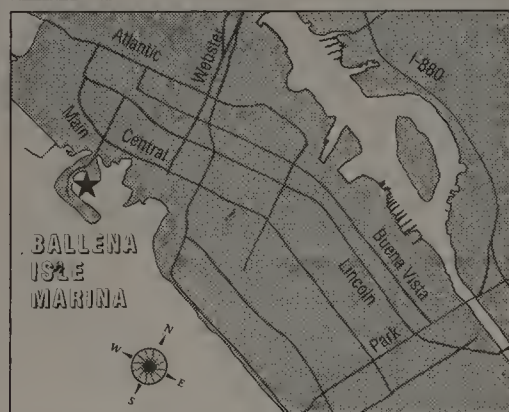
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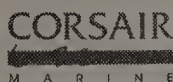


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LETTERS

ing from a feeling of superiority and basic paternalism, somehow an underlying racism.

It actually increases the divide, mainly in terms of perception of differences. The father who weaves, works the field, or fishes for a living, is not going to feel good if his son is earning 10 times more by being involved with tourists. At some stage, nobody will weave, cultivate, or fish, and the dependence will be total. I always have this image of these tourists throwing coins and the kids fighting on the ground to pick them up while the camcorder is filming. Be a spectator, do not intervene.

Pascal Cellier
New York

Pascal — We're familiar with the problem. While in Cuba we once tipped the band \$5 — which was more than a doctor made in a week. Was that a good or a bad thing? We still don't know.

On a strictly intellectual level, the concept of nonintervention has some appeal — but not much. For example, if we cruise to a Third World country and come across a hungry young girl, are you suggesting that we let her starve to death in the belief that it will preserve the culture of her native country? We hope not.

We're all for people being self-sufficient, but the problem is that the First World — and particularly the United States — has created such an intellectual and economic juggernaut that the Third World long ago lost any hope of ever being able to compete. Without our tremendous aid these countries/cultures wouldn't grow stronger, they'd cease to exist.

The gap between the First and Third Worlds is a genuine problem. We wish we could offer a solution.

⇕ TRAGEDY OR EVOLUTION

I have a two-part response to your *Manifestly Unsafe* piece in *Sightings* about a man who died while trying to bring a small boat across the Bay which was overloaded with anchor chain:

1) The death of a person caused by his own stupidity/foolishness is only a tragedy to those related by family or emotion. To the world it's just evolution — survival of the fittest.

2) God forbid we allow any government agency to start defining what is, or is not, a 'safe vessel'. How long until the cost of any 'safe vessel' exceeds the means of all but the wealthiest 1% of Americans? My guess would be about five years. I'm sure my 1974 Coronado 35 *Procrastinator* — I still haven't painted the name on her transom after 5.5 years — would be considered unsafe because she is too old!

Eric Thompson
Procrastinator, Coronado 35

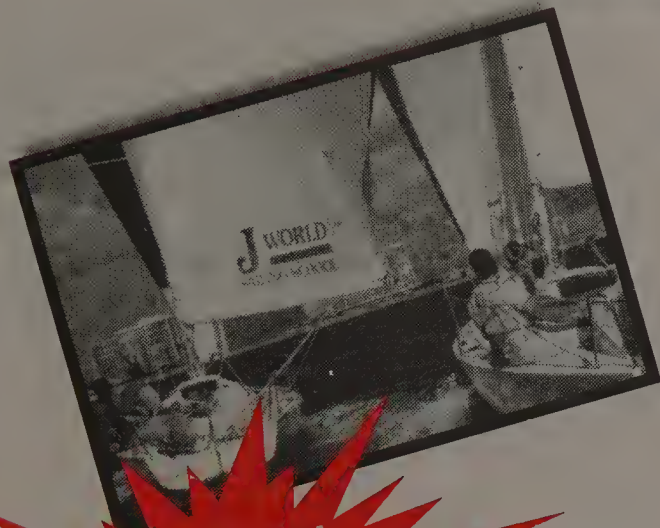
Eric — For many years there have been government safety standards for cars, planes, and yes, boats. Furthermore, the Coast Guard is specifically empowered to prevent voyages that they deem to be 'manifestly unsafe' — such as trying to sail an El Toro to Hawaii. While we think the government is often overprotective, we think the general concept is wise. After all, it's a complicated world, and even the most intelligent people can't be well enough versed on everything to be able to make good judgements about what's safe and what's not. A combination of government and industry should — and usually does — do that job for us.

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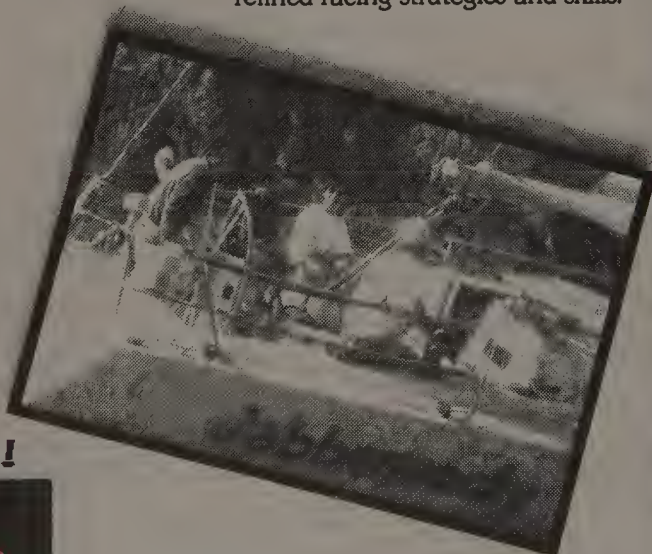
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LETTERS

that shares the same hull — recently completed a long circumnavigation. Like the *Islander 24* mentioned above, she's going to last longer than you or us, so there would be no reason for the government to force her out of service.

↑↓DON'T IMPOSE YOUR VALUES ON OTHER COUNTRIES

I'm writing in response to the July Letter by Robert S. Krangle, Ph.D., who among other things, advocated carrying guns on boats.

What are you doing in Albuquerque, New Mexico? You think and write like a minor government functionary — and should relocate to Washington DC immediately! While using an EPIRB to fend off a pirate attack may not be effective, your claim that "the only thing that an EPIRB is going to do is bring some apathetic bureaucrat to the spot where you were last seen alive" rancors me to no end.

When my boat sank on April 30, 2000, some 120 miles north of Cartagena, Colombia, dozens of government officials that I don't know and don't know me, responded to my EPIRB signal. They responded to "the spot where you (I was) were last seen alive" and continued to search until they located me in 12 to 15 foot seas. My two crewmates, our families, and I will be forever grateful to the U.S. Coast Guard and the Rescue Coordination Center for putting their full resources to use to find us. They'd probably even come out to find you, Dr. Krangle.

As for your solution that Mexico, Central America, and other poor countries be petitioned to allow American yachts to carry weapons on their vessels to stop pirates, do you really think the boating/yachting world adds much to the economies of these countries? What do you think Mexico brings in annually from hotel-based tourists compared to vessel-based tourists? I'd be surprised if boat-based tourists accounted for even 1% of Mexico's tourist economy. Perhaps the percentages are a little higher in island nations, but probably not much.

How do you think the United States would react to having a "visiting foreign vessel clause" to allow foreign vessels to enter weapons into the U.S.? You think we'd allow a foreign vessel to sail up the Potomac River to within two miles of the Capital with weapons on board? I don't think so. Do you think the average cruiser would be safer with handguns, shotguns, or rifles on board? Are those weapons effective against shoulder held rockets as used by pirates in Southeast Asia? Again, I don't think so.

You are contemplating a nonprofit organization for self-aggrandizement and self-enrichment. What the world doesn't need is another nonprofit organization to help protect us from ourselves. Also, I'm sure the directors and officers of any yacht club that contemplated funding your proposed nonprofit organization would be hung from the nearest yard by the membership.

Do me a favor, scrap your plan to impose your values on other countries, go sailing and get some salt air in your lungs, and leave the other nations of the world free for reasonable cruisers to sail at their own discretion.

Capt. Ron Landmann
Brunswick, Georgia

↑↓WONDERING ABOUT REGULATIONS IN THE MED

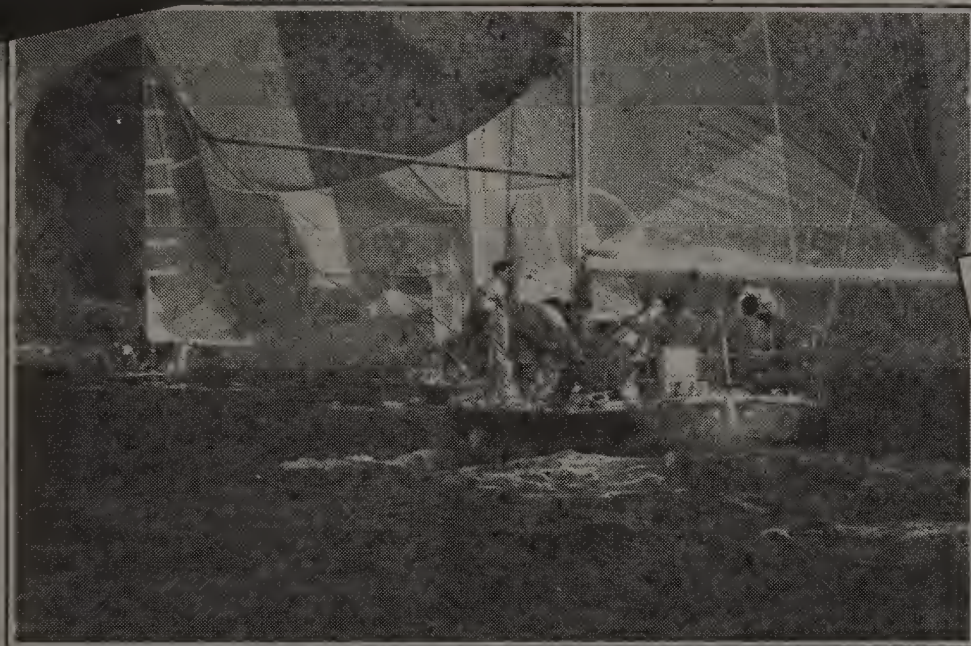
We just returned from a great two-year East Coast/Caribbean cruise, and are considering an extended cruise through Northern Europe and the Med. One way to accomplish this would be to pick up a boat there and eventually sail it back to the Caribbean — much like getting dessert after a hearty meal.



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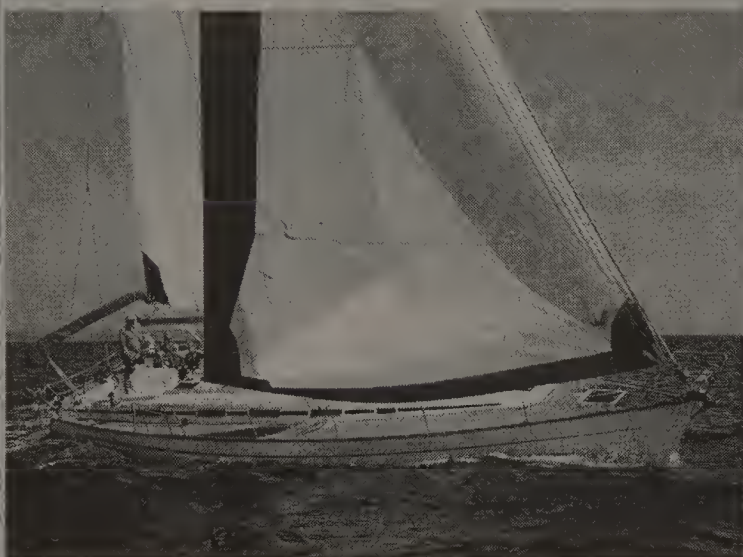
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LETTERS

But with the evolution of the European Union and its blend of import regulations — but country-by-country administration of them — three major issues, even after considerable research, remain unclear to us:

1) How long can a U.S. documented vessel remain within the EU without import duty being due? We hear 18 months — except in some circumstances in the United Kingdom, where it's limited.

2) How long can the crew remain in one member country? The Seven Seas Cruising Association Bulletins are offering opinions, one being that the maximum time is three months. That seems very odd to us.

3) When importing personal and yacht gear to place aboard a purchased and U.S. documented vessel that will subsequently leave the EU, is duty exempt, due temporarily, or due permanently?

We're hoping that somebody with firsthand experience can answer these questions.

Jack and Patricia Tyler
Whoosh, Pearson 424 Ketch
St. Pete, Florida

Jack & Patricia — We posted your request on 'Lectronic Latitude, and in about one day received the following detailed answer from Bay Area folks who just sailed back from Europe.

↑↓ANSWERS TO QUESTIONS ABOUT THE MED

We're responding to the questions asked by Jack and Patricia Tyler of *Whoosh* in the July 8 *'Lectronic Latitude*. Suzie and I just returned last winter after almost two years in the Med. We found that each individual country indeed still interprets the EU directives in a unique way.

1) The (new) rule seems to be that you can keep a vessel in the EU for 18 months before being required to pay the VAT tax. However, each country has different enforcement techniques — and different taxes — that can keep you guessing. We found that if you didn't look like you were settling in to stay — no car, bank account, or job — there was no pressure to pay the tax if you stayed too long. This was true even when the rule was only six months last year. However, if you play Russian Roulette with the tax, you may find your boat impounded in a Spanish port where they've raised the bureaucratic process to a fine art. It's a nightmare we witnessed firsthand with some British friends — who finally just gave up and left the boat to the Spanish officials. The boat was worth much less than the Spanish had imagined. France seems to actively patrol the marinas looking for violators, while Greece requires a cruising permit and active 'movement' of the boat to prevent being taxed. Also, remember that Gibraltar, Morocco, Malta, Tunisia and Turkey are not part of the EU, so it's quite easy to leave the EU every few months.

2) Technically a visitor visa is granted to each entrant for each country for only three months, after which you are required to 'leave' the country. This is not difficult to do, because the countries are so small and close together. However, your passport doesn't get stamped anymore because they don't check the passports at the border between EU countries — and France has stopped stamping passports on incoming yachts entirely. So you might consider saving a receipt from the country you visited just to prove to local authorities that you had been 'out of the country'. We generally complied with this rule, but were *never* checked — except in Turkey where it's easy to get an extension if you want to spend the winter!

3) Duty on imported yacht equipment is different from

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LETTERS

country to country. Spain only allows duty free import on 'commercial boats' — forget about even asking to qualify. You pay about a 20% tax on everything you import into Spain — period. France is entirely duty free. You only have to present your certificate of documentation when you order the part from a local vendor or to the shipping company when you pick it up. The other countries vary somewhere in between.

Remember however, it is still difficult to get anything shipped into the Med countries. They are not used to mail



LATITUDE / RICHARD

'Med-mooring' in the South of France.

order as we are in the States, so you might get your order in three days, but it might also take six to eight weeks — even if sent from inside the EU. It's best to have your friends

pack stuff in their suitcases when they fly over to visit and deliver it by hand. In Spain, the cost of the duty alone can justify the airline tickets to New York to pick up the parts. We enjoyed the Med immensely and are sure you will, too. Don't worry too much about the EU regulations, as they are mostly designed to attract cruisers and their money. Most authorities are extremely nice and helpful. You'll also find that there are surprisingly few Americans in the Med, but that the locals and other European cruisers are as helpful as what you may have experienced in this hemisphere.

Paul and Suzie Zupan
Latitude, Hartog 60
City Island, New York / Sausalito

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Suppose that you wanted to cruise San Francisco Bay from a conveniently located marina — one where it would not take you the best part of a day just to get out on to the Bay. And suppose that you wanted to use your bike for shore errands and sightseeing. I want to know which marinas on San Francisco Bay are best located for access to BART, Caltrain, Amtrak, but also have things like decent grocery stores and chandleries within easy walking distance. Any opinions from those who have sailed and berthed around the Bay?

De Clarke
Santa Cruz

D.C. — There is no one marina that's going to fit all your needs. South Beach Marina in San Francisco would best fit the bill in terms of having good access to BART and Caltrain, but if you wanted to take Amtrak anywhere, you'd pretty much have to go to the East Bay. Further, we don't know that San Francisco is particularly bike or supermarket friendly. Emeryville is close to Amtrak, but you'd have to take a shuttle to BART, and it's not particularly convenient to supermarkets or chandleries. Even though you'd have to take a ferry or bus to get BART, Caltrain, and Amtrak, Sausalito is one of the more convenient places for folks wanting to walk/bike from their boat to stores and chandleries. Which is why, we suppose, it's so hard to get a berth there. Fortunately, there's always room in the John Burton Anchorage, which unfortunately seems to be increasingly a memorial to misguided compas-

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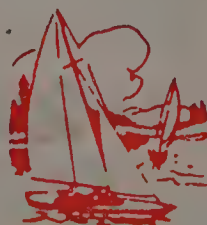
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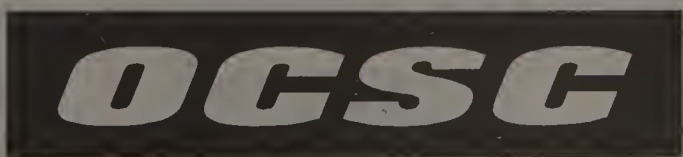
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LETTERS

sion.

Any other suggestions from our readers?

WILL ONLY TALK BY FAX

My partner and I own an S2 6.7, which is a 22-ft sloop. Two weekends ago we lost our rudder — it broke off completely — just inside the Golden Gate in what turned out to be over 35 knots of wind. Watching the rudder float away was of interest at the time, but not the primary concern. We got the boat safely to the dock at the San Francisco YC in Belvedere under the watchful eye of the Coast Guard.

Once safely back home, I've found that S2's manufacturer has gone out of business and will only talk to us via fax. As a result, we are having a hard time getting drawings or specifications for our missing rudder. I'm hoping that an owner of a sistership — or someone else — might have some clues on how to get a replacement rudder.

I have enjoyed *Latitude* for many years and get a copy from the harbormaster in Emeryville often. I spent a number of years crewing on the Santana 35s, but haven't seen them on the Bay as much in recent years. In any case, thanks in advance for any pointers — and keep the good stuff flowing!

Pres Hatt, Skipper
GOFORIT, S2
Emeryville

Pres — Try the class association at www.sail-s2.org.

A BIT ON THE HIGH SIDE, BUT GREAT PEOPLE

I have been enjoying the fracas between the editor and various readers regarding the cost of cruising in Mexico. Per-



'Seasilk' at the 2001 Ha-Ha start.

TOM LYON

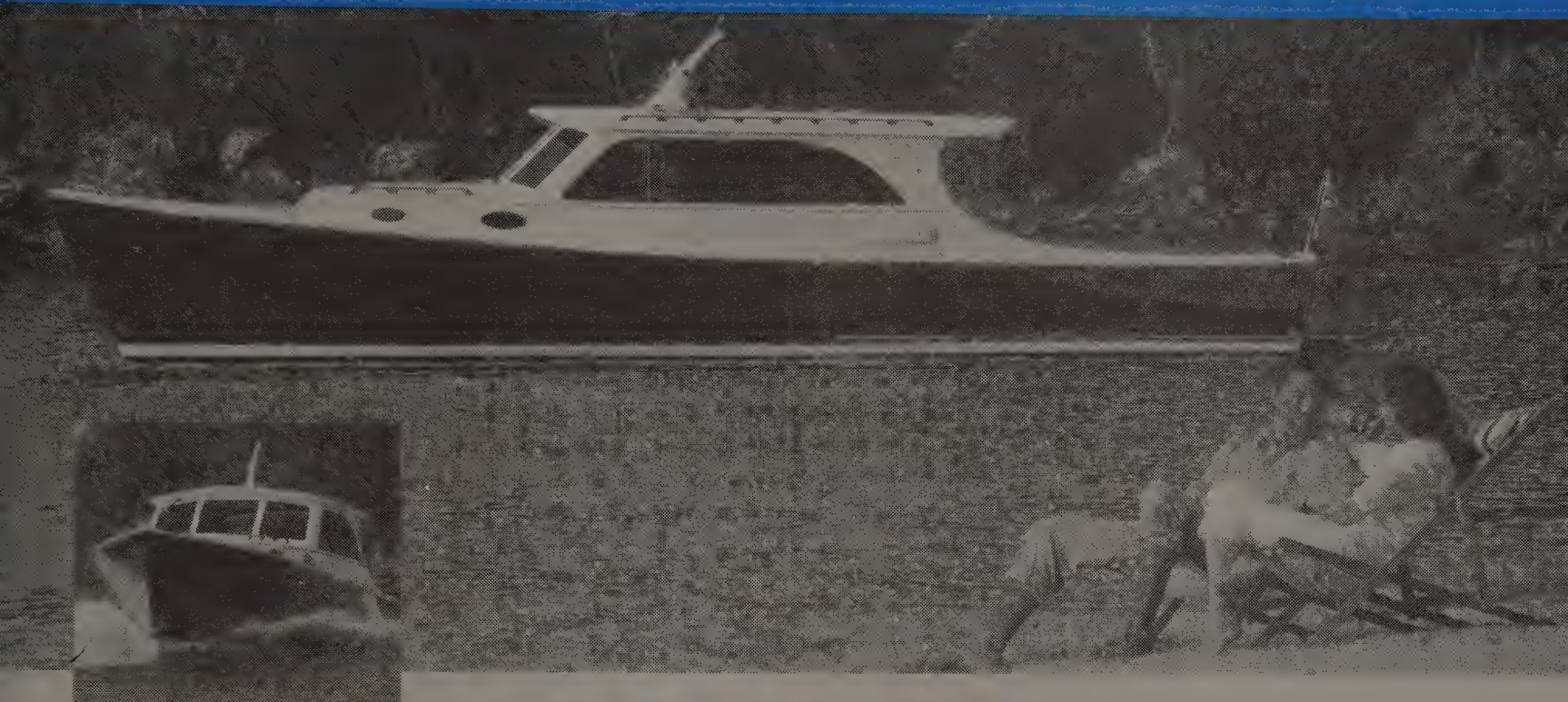
sonally, it seems to me that Mexico is a bit on the high side. Cabo Yacht Center, for example, charged \$384 U.S. to haul my Hylas 46. More importantly, though, it's obvious that there is an enormous respect toward *Latitude*, so much so that readers don't like to disagree with the editor. They don't like to dislike him even when they think he might be wrong.

The best part of Mexico isn't the costs, but rather the other cruisers — people who go out of their way to help out when one is in trouble. Becky and I found out first hand. We don't think we've ever met a better group of people.

Ed and Becky Scripps
Seasilk, Hylas 46
Sausalito

Ed & Becky — We appreciate your input with regard to cruising costs in Mexico. We called four yards in Northern California and asked what they would charge to haul a 46-footer. The prices ranged from \$322 to \$414, putting the Cabo price pretty much in the middle. As for the concept of readers not wanting to disagree with the editor out of respect, that's terrible. Screw the editor, what we're interested in is the pursuit

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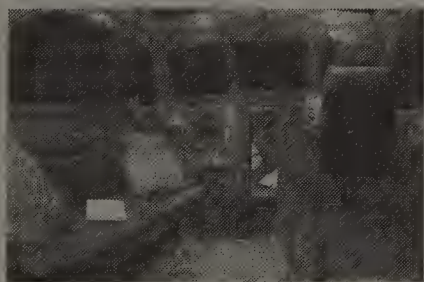


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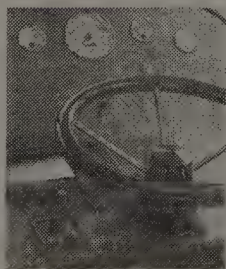
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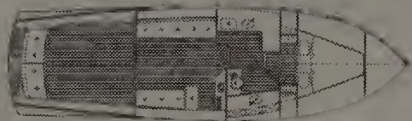


Avalon 38 also lies in the fact that — thanks to Australian boat building costs and a favorable exchange rate — her base price starts well under three hundred thousand dollars.

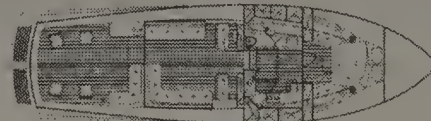
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LETTERS

of truth and diversity of opinions. After all, this magazine isn't Cuba and the Wanderer isn't Castro.

↑↓BIG BREAK AT BIG BREAK MARINA

Just thought you would like to know that I have purchased Big Break Marina, up here in the Delta near the Antioch Bridge, from DuPont. The marina sits on over 40 acres and has nice protected bays with over 300 slips and a launch ramp. We will be installing new slips that have plenty of room for large cats such as *Profligate*, and will be putting in an upscale restaurant, fuel docks, and waterfront retail businesses.

As a reader of *Latitude* since your first issue, I have been hooked on sailing, so we'll be creating a great marina for all types of boats. We'll look forward to being able to distribute *Latitudes*. And thanks for all your work — you guys help us dream and produce in the real world.

David Biron
Big Break Marina

David — Congratulations on the acquisition! We'll be expecting great things.

↑↓SUCH NICETIES SUCH AS HUMAN RIGHTS

Latitude's response to the Bennetts' July letter in defense of Cuba seems to indicate that you're primarily concerned with human rights and democracy over the needs of a society. Psychologist Herbert Maslow developed what's called a 'human hierarchy of needs'. At the base of this pyramid of needs are things like food, shelter, health care, peace, and security. At the top of the pyramid are things like democracy. In other words, humankind is interested in first satisfying the most basic needs at the base of the pyramid. When these needs get met, niceties such as human rights, democracy, and forms of government become important to a people. In most societies — Western Europe, for example — it took hundreds or even thousands of years for the people to work out getting the basics — decent food and shelter. As these needs gradually became more satisfied, people began to want items at the top of the pyramid, such as more democracy.

Latitude seems to have it backwards, thinking democracy leads to economic betterment. History suggests the opposite. China went through the terrible Mao era of forced labor and utter dictatorship. However, through education of the masses and contact with outside democratic societies, China is inching toward democracy in fits and starts. Again, Mao got the people fed, clothed, and gave them a certain amount of health care. He got them organized into one unified nation — something not previously accomplished in China by any ruler or emperor.

Bennett has it right. Castro is on the right path and the vast majority of the Cuban people love him for it. I have a wealthy, conservative architect friend from Cartagena, Colombia, who visits Cuba regularly on business. His term for the feeling of the people about Castro is stronger. He says the people "adore" Castro for what he has done.

So the editor should be wary of the sea of anti-Castro propaganda we find ourselves immersed in here in the United States. We have seen children outside restaurant windows in Nicaragua with outstretched hands catching food scraped from plates by waiters. We have seen thousands of malnourished children, many working nights in the streets of Latin America. Cuba has found a way to defeat the kind of extreme poverty we have seen in 'democratic' countries like Mexico and Honduras.

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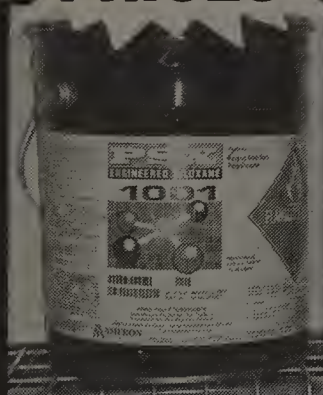
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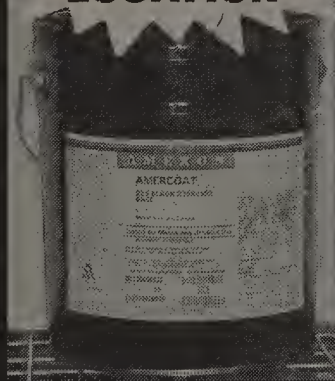
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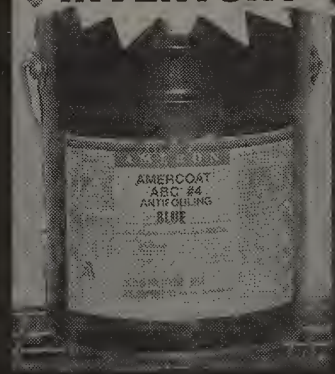
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LETTERS

If we really care about the Cuban people and their welfare, let's start worrying about the basics. If Cuba could get out of the 30-year grudge-stranglehold of the U.S. embargo, I think we will start to see human rights and democracy evolving as it did in the West. Rather than mouthing the cliché, grudge policies we hear from people like past Secretary of State Madeline Albright, we should be looking for ways to help Cuba move along her gradual path toward a modern, democratic society. This would be intelligent statesmanship and it would serve American interests best.

Perhaps the Cuban petition drive the editor mentions is one early sign of movement along this path.

William Gloege
Morgan 38, Gaia
San Jose

William — The nature of our disagreement is very simple — we believe in human rights and you believe in rights for some humans. Let's review the nature of human rights. It means that if you're human, you're entitled to certain basic rights. It doesn't mean you should only get those rights if you're human — and also happen to be American, or Chinese, or Christian, or live in a country where the per capita income exceeds \$10,000 a year. Simple, isn't it? Now you're going to have to decide whether you really believe in human rights. And if not — as is currently the case — what criteria are you going to use to exclude those you believe aren't deserving of such rights. Will it be I.Q., skin color, religion, income, gender?

As a practical matter, human rights are actually most desperately needed in the least advanced countries, not the most advanced. If somebody violates your human rights in America, there are hundreds of lawyers and the courts on your side. Indeed, if you can prove that your rights — even some lesser ones — were violated, you're on your way to big bucks. But if you were one of the many millions who crossed tyrants such as Stalin, Mao, and Castro — who never believed in human rights — you were liquidated and forgotten.

Here's something you apparently didn't know. When Castro took over Cuba — and then wasted billions trying to export revolutions to South America and Africa — the country had about the highest per capita income in the Caribbean basin. It's now down with Haiti in the extreme pits of the region. That's regress, not progress. It's true that Mexico has greater extremes of wealth than Cuba, but generally speaking it has a much higher standard of living. By the way, economic betterment invariably comes with freedom, which may or may not have come under a democracy.

Do you follow current events? If you did, you'd know that Castro's response to the recent request by Cuban citizens for basic rights — such as a plebiscite — was countered by the passing of a harsh law that outlaws Cuba from being anything but a one-party state. Need we point out that this is a step away from democracy and human rights, not toward them?

Whoever told you Castro is "adored" doesn't know what they're talking about. The Cubans adore Che, in a large part because he was so handsome and because he died young. They fear Castro. Doesn't common sense tell you that if Castro were adored, he wouldn't sweat free elections, a free press, the freedom of speech, opposition parties, and the freedom to travel?

Just so everybody understands where we're coming from, we certainly don't support current or past U.S. policy toward Cuba. We're not anti-Castro the person either, but rather anti-tyrant.

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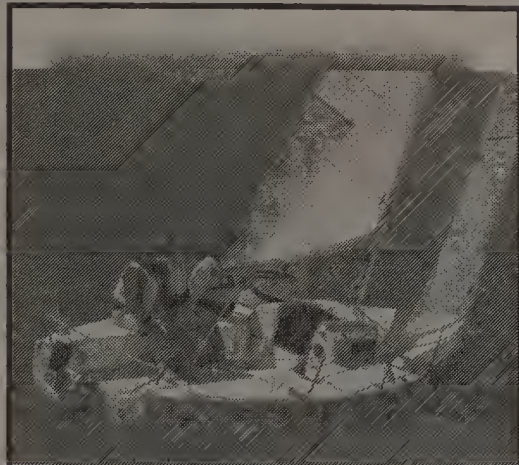


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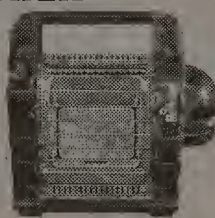
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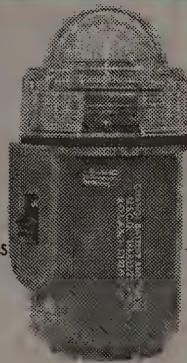


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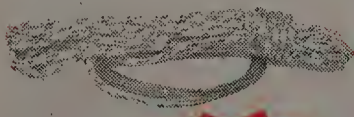
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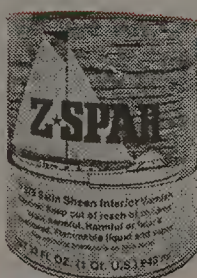
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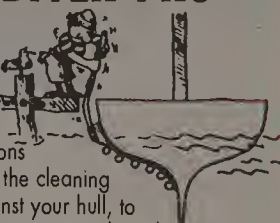
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LETTERS

WE'RE ALL CUBANS. OR ARE WE?

First, thanks for your excellent mag, which is a monthly treat.

In your July answer to Peter and Nancy of *Destiny*, you were wondering why the supposedly so well-educated people of Cuba can live under the oppressive plantation tyranny. You actually answered it yourself when later responding to Frank Taylor of San Diego.

Yes, we all know that when we are on the waters of the Bay, 'we are all Cubans' with no rights whatsoever. As you say, we have to accept the "shut up, this will take all night" attitude, so "why not cooperate out of self-interest?" Right, just like the well-educated Cubans do. With power comes responsibility. I had hoped the Coast Guard had learned a lesson from the bad publicity of ten years ago when they were on the same kick. Maybe a few back issues of *Latitude* from that time will do wonders for the present Commanding Officer of the Coast Guard. Safety inspections, as you so well pointed out back then, can be done on the dock.

A vigilant boating public can make the Coast Guard's expanded duties a lot easier; remember it is our country, too.

Jorgen Lunding
 San Rafael

Jorgen — Thanks for the kind words. But with all respect, comparing mariners being stopped for court approved safety inspections with Cubans who don't have any rights whatsoever is ridiculous. Sort of like a 16-year-old Marin kid whining that he's as underprivileged as a starving child in Africa because the Mercedes he got for his birthday was a year old.



There's a world of difference between a free people with a reasonably representative government agreeing to give up some rights in return for group security and those who live under the thumb of a true tyrant.

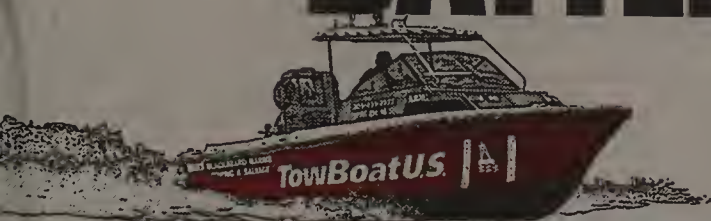
The Coasties who boarded us on the Napa River were courteous and professional.

That said, we think President Bush couldn't be more wrong in attempting to prevent Americans from traveling to Cuba. In fact, it should be a mandatory trip for all Americans, as it would jolt all but the most pathological ingrates into appreciating just how good they've actually got it. America isn't perfect, but it offers perhaps the best combination of freedoms and economic opportunities in the world.

By the way, *Latitude's* Profligate was boarded by the Coast Guard in the Napa River on July 5 for a 'safety inspection'. The Vallejo-based group of Coasties was businesslike but pleasant — striking what we feel was the right tone. The painless process took about 15 minutes, and several times we were asked if we needed to move our boat a little to stay in deep enough water. We were short a copy of the Inland Rules of the Road and they could have been hard-asses, but they gave us a passing grade — as long as we promised we'd get a copy at our earliest convenience.

We've never been big fans of 'safety inspections', especially in the often hostile and inconvenient way they were once con-

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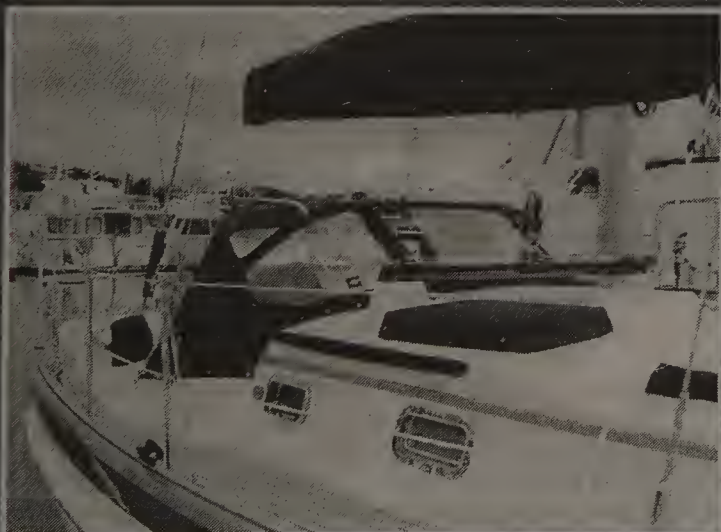
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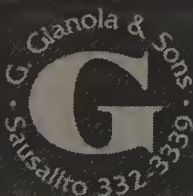
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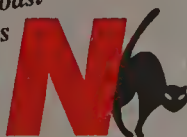


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LETTERS

ducted. But in the post 9/11 world, we are willing to forego a certain amount of civil liberties — such as prior to boarding a plane and being inspected by the Coasties — in the hope it will result in greater security. After all, what good are civil liberties to a dead man?

↑↓GIVE CASTRO THE SWEAT OFF YOUR WHAT!?

I was a college student in Florida from '56 through '59, and visited Cuba several times before and after Castro took over, so I have followed events there closely. There were many Cuban students at my school, including several who were my fraternity brothers. All these Cubans returned home when Castro took over — but most came back to the U.S. within a year or so.

Two of my fraternity brothers were the twins Antonio and Patricio de la Guardia. They were strong supporters of Castro, and after he took over they became officers in his army. I saw Tony's photo on television about 10 years ago — after he was executed by the regime for his alleged involvement in running Colombian drugs to the United States. At the time Cuba was getting heat in the world media for allowing drug runners to land and refuel in Cuba. More recently, I learned that Patricio had been sentenced to a long prison term.

Based on my observations and experience, I wouldn't give Castro the sweat off my balls if he were dying of thirst. I hope that the know-nothings, do-gooders, and bleeding-heart liberals never manage to persuade Congress to lend Castro a hand.

Bill Asbury
Serenity, Ericson 28

Bill — We've often viewed Castro as an abusive father who genuinely meant well for his 'kids', but was incapable of ever allowing them to decide what's best for themselves. In any event, all these Cuban letters have gotten way too political. If anybody wants to write about cruising in Cuba, si! If anybody wants to write about Cuban politics, no!

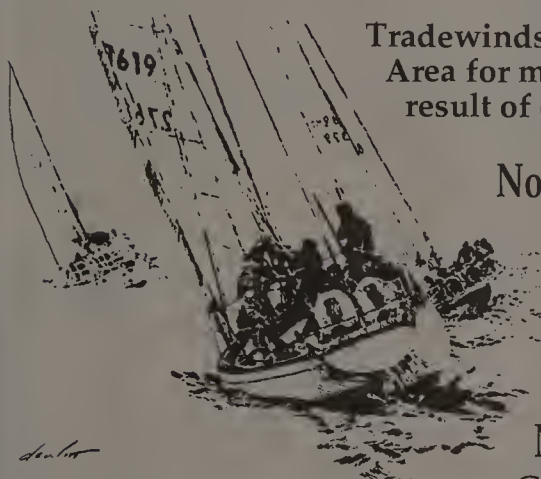
↑↓SOUR GRAPES TO WHINE ABOUT

I read with interest and some amusement last month's letters concerning the Coast Guard boardings of vessels in the Estuary following the KFOG KaBoom concert. I believe that law enforcement should have the latitude to conduct random sobriety checks whether on the roads or the water, and it seems a little bit of sour grapes to whine about it — particularly because a responsible driver or skipper would not think of operating while intoxicated. I was not there, so I cannot dispute the account of the skipper being held at bay by the boarding party, or question the rationale of their behavior. What I can do, however, is relay my own recent experience with the Coast Guard by way of comparison.

At about 9 a.m. on June 16, while on a broad reach under single reef main and full yankee before 25-30 knots of wind about a mile SSE of the Pt. Reyes Light, my 50-ft cutter encountered a 40+ knot gust and was driven off one wave into the back of another. The violent action blew the hydraulic backstay adjuster, and the resulting slack in the backstay inverted the mast, breaking it at the spreaders above the lower shrouds. After collapsing forward, the top of the mast swung aft on the starboard side of the remaining standing portion of the mast, and began a rhythmic swinging through about 30° of arc. With only the electric wiring and in-mast halyards supporting the 25-foot top section, it was clear that the rig was in danger of collapsing onto the deck, further endangering both the vessel and my crewmember. Given the uncer-

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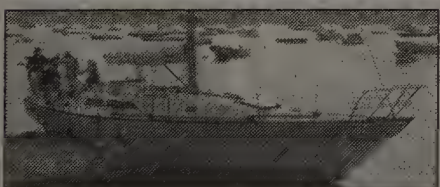
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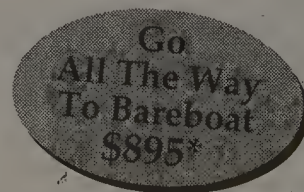
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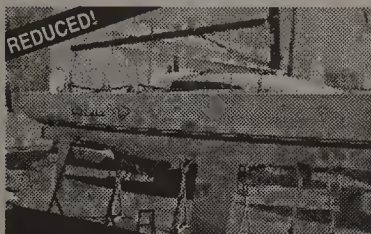


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LETTERS

tainty of the situation and the distance from both Bodega and San Francisco, I elected to issue a Mayday. It was received by USCG Group San Francisco. Shortly after establishing contact, the VHF antenna broke off the mast, cutting radio contact. I was able to reestablish contact by cellular phone.

We cleaned up as much of the rigging as possible without endangering ourselves, and once we insured that the prop was clear, began motorsailing toward Drake's Bay. Once inside the lee of Pt. Reyes, we cancelled the Mayday. We were in the process of anchoring when the USCG Cutter Sockeye arrived on the scene. She dispatched three crewmembers, who politely asked if they could come aboard and help. Since we were having a difficult time getting set on the hook — given the weed bottom and the foredeck cluttered with rigging — they suggested that we use their mooring buoy.

Thanks to their help, we were all able to get the rig stabilized and tied down, cut away the main, and get the yankee aboard and lashed — all in less than an hour. The Coast Guard clearly did not have to do any of this since we were no longer in distress. But they made it quite clear that they were there to help us as long as we needed them. At all times they were professional and seamanlike, and quite frankly, very welcome aboard. They told us to stay on the buoy as long as we needed, then departed about 11:45 a.m. At noon they returned from Sockeye and again politely asked if they could come aboard to complete a boarding report. They were almost apologetic about the need to reboard — perhaps they, too, had read the last month's *Latitude* — but in any event they completed their paperwork quickly, I ran through our safety equipment with them, and I asked for a radio check with Sockeye. They departed after leaving the Sockeye's cell phone number and taking down ours. We departed Drake's Bay at 1:15 p.m. and were back in our East Bay slip at 6 p.m.

I have nothing but admiration for the men and women of the Coast Guard, who I believe were extremely well represented by the crew of the Sockeye. Our deepest gratitude goes out to them and all their colleagues at Group San Francisco. While in the end our situation was nothing but an expensive mishap at sea, there is a fine line between relief and tragedy. Although as sailors we must be prepared to rely on ourselves to get safely home, it is a great comfort to know that there are those in uniform who selflessly seek to help out when they can.

Capt. H. Earl
Manu Kai, 50-ft Cutter
East Bay

WE ALL MAKE OUR CHOICES

I had the great good fortune to receive a recent edition of *Latitude* from a passing cruiser from La Paz. I can understand and ignore writing errors of omission or resulting from haste to produce an edition by press time. But since you are the 'standard' for many of our youthful readers, one error has to be acknowledged: one has his/her curiosity 'piqued' not 'peaked'.

Jon Doornink
Seadream, Morgan Out-Island 37
Puerto Ballandra, Baja California Sur

Jon — Every publication has priorities. Our top priority is to disseminate the maximum amount of sailing information we can. A lower priority — given our limited resources and staff — is to get the spelling, grammar, and word selection perfect. Most marine publications have the opposite priorities, so we

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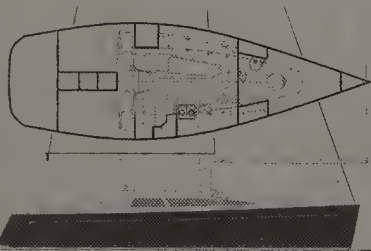


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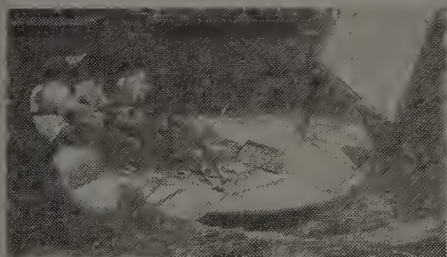
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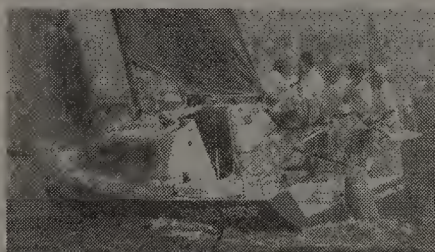
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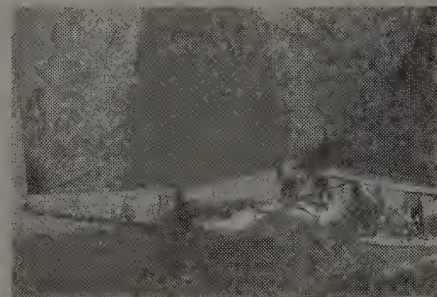
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LETTERS

suggest you use them for English lessons.

By the way, we recently saw the movie *Monster's Ball*. After Oscar winner Halle Barry stripped to seduce the corrections officer who had executed her husband, our curiosity was not 'piqued', but had rather 'peaked'.

↑↓FORGET VIAGRA, I NEEDED A DOSE OF CRUISING!

Right after last year's Ha-Ha, I sent a letter to you titled *Unexpected Cruising Satisfaction*. It explained my miraculous recovery from not being able to, as you euphemistically put it, 'pop my chute'. Well, I just wanted to let you know that this wasn't a flash in the pan, and I'm still able to get it flying high.

The last 10 months of cruising have been incredible for my wife and me. We have had a wonderful time together, and our sex life has been great. Sure, things slow down in that area when it's really hot, but luckily the nights generally cool down at some point.

Our cruising life — and sex — is great, so we're never coming back!

Name Withheld By Request
Sloop 'Satisfied'
Mexico

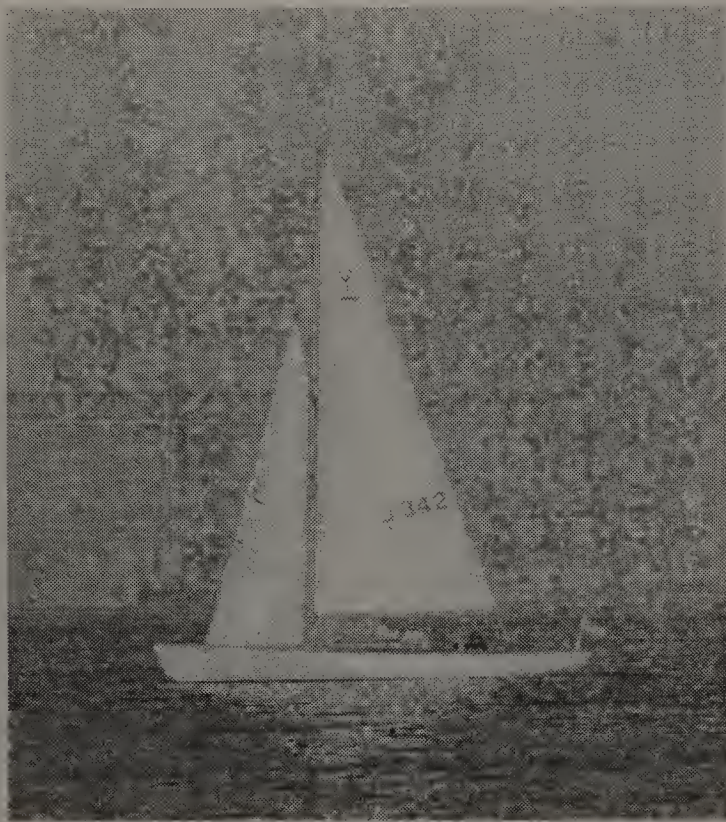
↑↓WARNINGS TO NEW CRUISERS

We did the Ha-Ha last fall and have been cruising Mexico ever since. Looking back at our early problems, we'd like to warn new cruisers about two things.

First, about shaking down your boat. Before leaving Alameda, we'd spent years preparing for our cruise so everything would be perfect. It didn't quite work out that way. Like most other first time cruisers, we worked on the boat until the last minute, then hopped aboard and turned left at the Gate. So we were exhausted. Naturally, this is when things seemed to start to go to hell in a handbasket. We won't bore everyone with the details, but basically at least one thing broke every day. The old stuff broke because it had never been used so hard or so much, and the new stuff broke because it was new. So our first warning is that you can't shake a boat down at the dock.

Our second warning is about shrimp. After harbor hopping from Half Moon Bay to Santa Cruz, then on to Monterey, fixing something everyday, we were tired and frustrated. But at least we figured we had pretty well taken care of all the boat problems. But as soon as we tied up in the marina, we heard this clicking-snapping sound and thought, "Oh shit, something else to be fixed." The noise sort of sounded electrical, so we tore into everything. We even pulled up all of the floorboards, since it sounded as though it might be coming from the bilge. The funny thing was that everything seemed to be working fine. We finally just gave up and went to bed, still exhausted and frustrated.

Despite the noise, we decided to continue on the next day, and the clicking was promptly drowned by the noise of the motor. After doing an overnighter to Port San Luis and tying up to a mooring buoy, lo and behold, the clicking had stopped. We got a good night's rest, and after rounding Conception in brisk winds, dropped the hook at Cojo — and got another quiet night's rest. But when we got to Oxnard the next day, we were back to having problems. One of our heads — pardon the pun — crapped out. And as soon as we tied to the dock, the clicking sound had returned. So we had two things to deal with. Fortunately, we have two heads, but we weren't able to get the first one fixed until San Diego. But even in San Diego, the clicking was as bad as ever.



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Well, even my sails don't last forever! I made Don Keleher a main for *Flotsam* in 1978 — it's been sailing and winning races ever since, but last month it tore! So now I'm making a new main for his son. This time *Flotsam* is getting a lovely new Tri Radial main of Pentex. It will still look like Dacron, but with half the stretch and better performance.

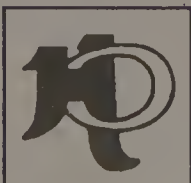
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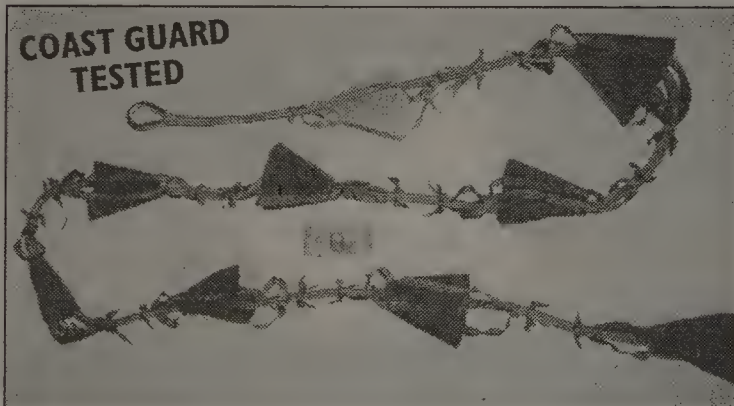
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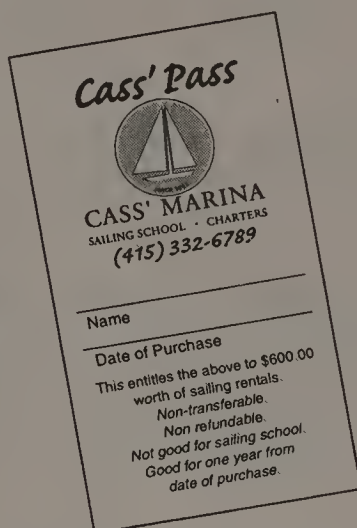
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LETTERS

While in San Diego, we started discussing our problems with other cruisers. Curt from the Portland-based *Journey* knew where our clicking came from. "It's just shrimp," he told us. He explained that when he got to Monterey, he visited the Aquarium rather than work on his boat like we did. While there, he saw and heard a display they have on shrimp that make the clicking sound. We started to feel like dumb shits — until we learned that other cruisers had been equally confused and concerned. In fact, the owner of a new Tayana 52 was convinced that the clicking sound came from paint falling off his brand new hull. So if any of you new cruisers hear that clicking sound, just have a beer and a good night's sleep.

After nearly a year of cruising and almost 3,000 miles, we've found Mexico to be a wonderful place to visit with great people. We're currently up in the Sea of Cortez. If you're a first-time cruiser, remember to do an extended shakedown in the States where it's easier to get parts and assistance, but don't sweat the noisy shrimp.

Joe Brandt and Jacque Martin
Marna Lynn, Wauquiez 47
Alameda

Joe & Jacque — The sound of the clicking shrimp is familiar to most mariners in Southern California, where they seem to be more common. In some places, it's relatively quiet — like the sound of Rice Krispies having milk poured on them. In other places — San Diego comes to mind — they are very noisy, almost like endless servings of sizzling rice soup. We can empathize with the Tayana owner, for the shrimp make it sound as though something is very wrong — perhaps water bubbling through an uncured laminate. We called the Monterey Aquarium to get the precise name of the shrimp. The first person said that they never heard of them; the second said they are called 'Snapping Shrimp', which might not be the Latin name. Incredible as it might seem, the sound is actually made by thousands of tiny shrimp snapping their small but powerful pinners together.

As for the recommendation to carefully shake down a boat in the ocean before taking off, few things could be more important. Nonetheless, the same thing happens every year — exhausted Pacific Cup and Ha-Ha entries take off with all kinds of hastily installed and untested gear. After a few hours, the now really exhausted skipper and mate find that stuff doesn't work as expected, and anger and/or depression begins to creep in. At that point, the best thing one can do is remember that everyone gets tired after their first few hours at sea, and such teething and installation problems are as common as white caps on the Bay. If you throttle back and catch up on much needed rest, things won't seem so bad.

WHO IS THE BOSS?

In 37 trips up or down the Baja coast since 1986, this spring's northbound trip was the longest one ever. We have always had good luck leaving Mazatlan around Easter, but this year was way different. There were good windows in April, but they weren't long enough to do Cabo to Turtle Bay or Turtle Bay to San Diego back to back. Our weather was great whenever we did travel, but it took a lot of waiting around. We averaged 5.9 knots from Mazatlan to San Diego, but sat in Santa Maria, Asuncion, and Turtle Bay waiting for travel opportunities.

At one stage, we even went back from the top of Cedros Island to Turtle Bay, because what advertised itself as a window when we left Turtle didn't materialize once at the top of



Hans Christian

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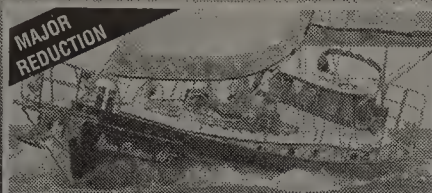


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Some boats shown may be sisterships.

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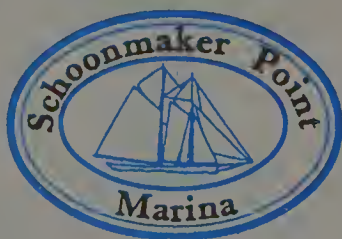
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LETTERS

the island. Some boats — *Sol Mate*, *Blarney*³, *Wings* and *Kea* — carried on north when we went back. Our final leg to San Diego from Turtle took 54 hours in 0-10 knots of wind with swells to 8 feet, but no chop on top.

'He who waits the longest gets the best weather' is a saying I heard a long time ago — and it makes as much sense now as it did then. A lucky find on the Internet this year was www.buoyweather.com, which took a lot of the guess work out of planning our legs either in the Sea, on the mainland, or even on the Bash north. There is even a computer in Turtle Bay — between the Pemex station and Hotel Vera Cruz — where one can surf the net these days. While there, www.buoyweather.com was a great resource in calling conditions — being even more accurate than the professional weather routers.

My advice to anyone heading north is to gather any and all information they can, stick their nose out, and travel when conditions are doable. When they aren't doable, stay put. Above all, let Mother Nature set the schedule — because she's the boss!

We've had a great spring in San Diego, celebrating with buddyboats and visiting with old friends and shipmates.

Pete and Tracy Caras
Foxen

Santa Barbara / Ventura

ABNORMALLY COLD WATER

We're in San Diego, having done the Baja Bash in 75 hours. In catching up on our reading, we noticed all the comments in the June issue about how difficult the Bashes were this year. We noticed abnormally cold water from about 75 miles southeast of Cabo to Ensenada. For example, it was 60° at the tip of Baja, 53° just 10 miles off Mag Bay, and nothing over 61° until just south of Ensenada. This really cool water would create a semipermanent thermal low over the Baja peninsula and/or the Sea of Cortez, which would reinforce the sea breeze gradient. This is probably why people had so much wind.

I also noticed the comments in *Lectronic* on Internet access at Catalina. We just got a Verizon phone and contact at 19K with our onboard laptop. It's very cool.

Steve Dashew
Beowulf, Dashew 79
Tucson, Arizona

Steve — Your speed up the Baja coast was excellent, but there's now much faster Internet access speed via cell phones at Catalina.

It's true the water off Baja really does/did seem to be unusually cool, but here's something even more odd. Bob Fraike of the SC 52 *Impulse* tells us that the water offshore his Dana Point home got over 70° in June — about 17° warmer than off of Cabo. We don't know what it all means, but we're not surprised there has been so little hurricane activity off Mexico so far. Who knows, maybe it also had some effect on the winds being so light during the Singlehanded TransPac and Victoria to Maui races.

WHALE DETECTOR

A sailor acquaintance who has singlehanded across the Pacific a number of times tells me that lost shipping containers present a common major hazard to small craft navigation? Is this true? If so, I might be able to help by devising a bow mounted metal detector specialized for sensing such objects at a distance of something like 25 to 50 yards. Would

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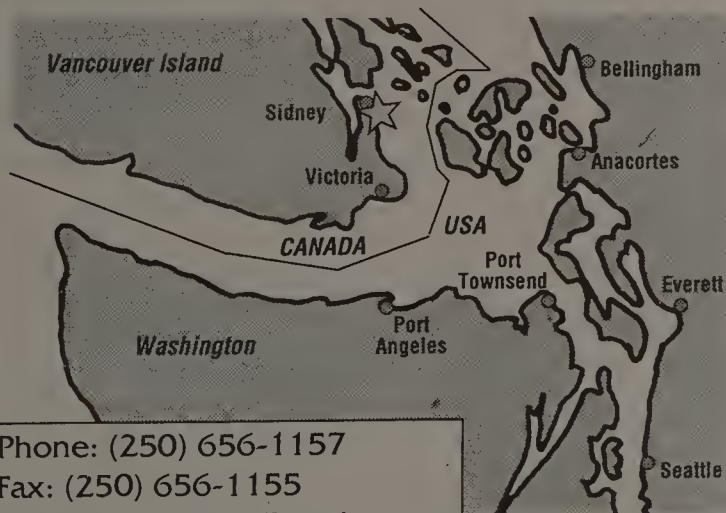
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LETTERS

that help?

Alex Becker

Professor of Applied Geophysics, University of California

Alex — We wouldn't characterize shipping containers as "a common major hazard" because we haven't heard of many of them being seen or hit. It would be far more useful, it seems to us, if you could develop something that would warn whales that a boat is approaching. Collisions between whales and boats are much more common. In the just completed West Marine Pacific Cup, a very large whale did a vertical breach in front of Zephyrus V some 10 feet off to the side. "If we'd been on most boats, we would have hit the whale with our boom." In any event, 50 yards of warning of containers and whales normally wouldn't be enough.

↑HIGH SPEED INTERNET ACCESS WITH SPRINT

First, I need to identify myself. I'm the guy at Network Operations, Sprint PCS, for Riverside and San Bernardino counties. Sprint PCS has all the equipment in place and is providing



COURTESY ANDALUCIA

Naomi of 'Wilderness' has some anchoring tips.

ing our customers with nationwide high speed Internet access via our cell phones — something our competition won't be able to do until January of next year. For example, the accompanying photograph — which is low resolution — was sent to you from Two Harbors, Catalina, on July 5 via Sprint PCS wireless Inter-net, which is called 3G. Our download speed averaged 86kb/second, but our normal Internet surfing is running about 115 to 144kb/second — far better than dial-up speed.

By the way, I know the photo isn't enough of a close-up, but it's of Jeff and Naomi Rothermel — she's the one in the water — of the Manhattan Beach-based Aerodyne 38 Wilderness. They did the Ha-Ha last year and said to say 'Hi'. Naomi ended up in the water as a result of poor — but hilarious — anchoring technique.

Steve & Edie Hollen

Andalucia, Irwin 37

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↑I'VE BEEN USING GOAMERICA FOR OVER TWO YEARS

In 'Lectronic, you asked about connecting to the Internet using a cell phone. I use Goamerica, a service that lets you get online anywhere in America. If you have a laptop, all you have to do is buy their aircard and plug it into the PMICA slot. I have been using it for over two years now, and it works through Verizon. It costs \$59 a month. Since I'm only a temporary liveaboard in Moss Landing, I can't get a direct wire link, so it's the only way for me to go. I can surf the web and do anything that I could with a phone line. Check it out at www.goamerica.com.

Rick Huls

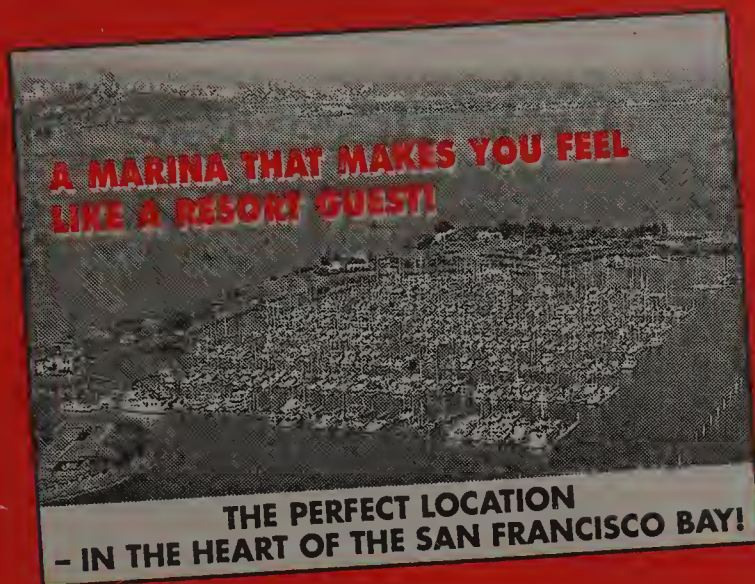
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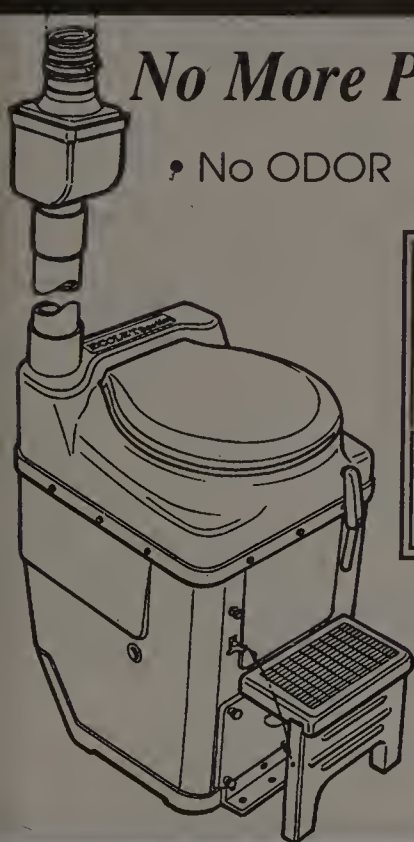
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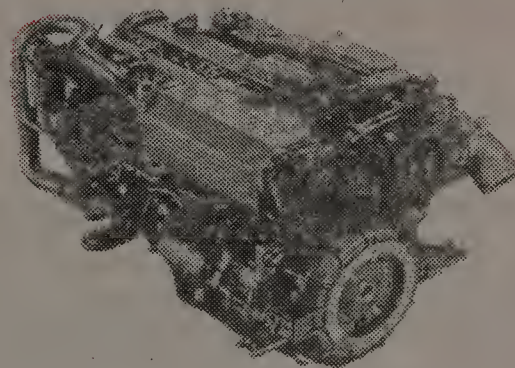
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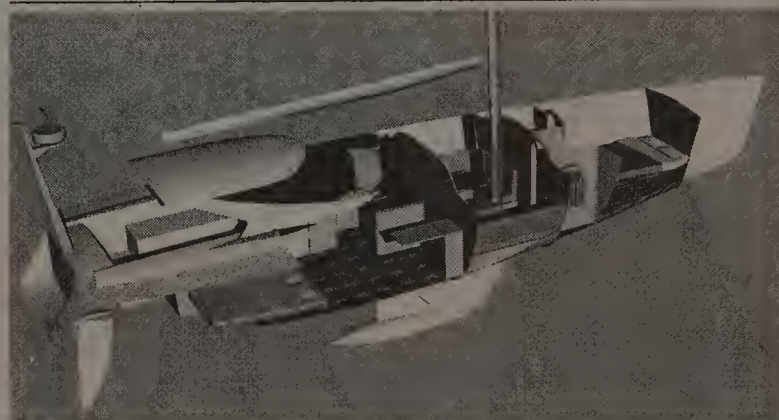
↑↓CELL PHONE TO THE INTERNET

We use Verizon wireless all the time on the water here in Southern California — even out at Catalina — to connect from our Catalina 310 'S Mine to the rest of the world via the Internet. We use a Dell Pentium 4 laptop and Motorola cellular phone — which the laptop thinks is a modem — to connect to AOL. We download weather maps as well as GRIB files using MaxSea.

Ron Killian
Catalina 310 #86, 'S Mine

↑↓OUR NEW BOAT IS ABOUT HALF DONE

We've been in New Zealand for about five months now, and our new 50 footer is about half finished. We are enjoying the life here, and find that it's good to be away from the free-



Ed & Sandy's new boat incorporates many of their own design ideas.

ways and the population density of the Bay Area. We live in Wakworth, a town of about 3,000 that's some 50 minutes north of Auckland. Robertson Boats, our builder, is just outside of town down the river. The owner has just put in a well for the new Travel-Lift, and come December we will be going down the river on our finished boat.

We've rented a three-bedroom, two-bath, two-garage house on Algies Bay for \$450/month. It overlooks a couple of islands three miles away. The drawback is that it's now winter here, the days are short, and it rains often. We've been guests at the local Sandspit YC where we've given a short talk on our last cruise, which was a 40,000-mile circumnavigation with our Tayana 47 *Peregrine*. It was fun, and we enjoyed meeting the local sailors. I guess they find us different, being from the U.S. and having done some world cruising.

We are certainly glad we went ahead with our boat order when we did, as the dollar has dropped about 18% since last September. Fortunately, we did the fund exchange then, so we hedged our bets, and our boat price is fixed. We did sense that we were in a good window, and we were lucky to make it through.

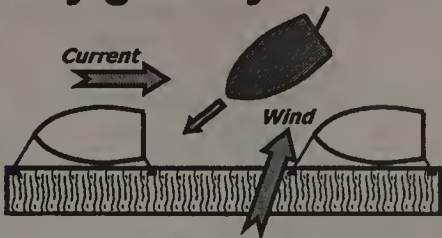
If anyone would like to see our boat under construction, just go to www.bakewell-white.com in the gallery section under the boat name *Brisa*. There are a number of photos. The designer has a digital camera and comes by every so often to the yard to update the progress. Brett Bakewell-White, who worked with me on the design, has a number of boats in the works. If you check his website, you'll see he's doing everything from a 33-meter wavecrusher for Formula One car racer Michael Schumacher to a 90-ft ocean maxi with water ballast.

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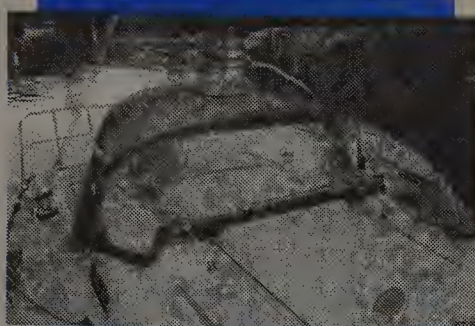
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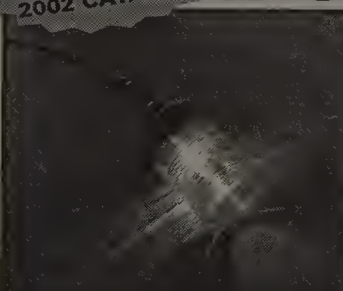
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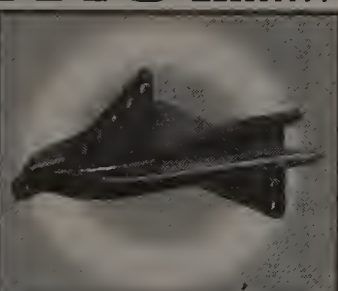
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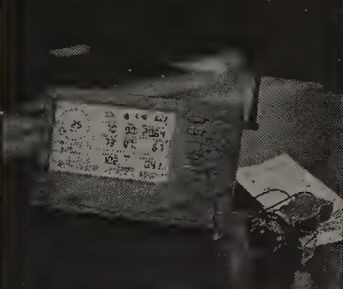
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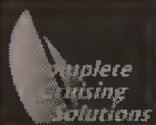
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LETTERS

↑↓BAD MEMORIES FADE AWAY

Here's my seasick story. After a year-and-a-half in New Zealand, we were faced with paying a \$20,000 import duty on our boat, so we took off for Tonga. I was 4.5 months pregnant at the time, but past the morning-sickness stage and feeling pretty good. We had a great sail out the Hauraki Gulf much better equipped than when we'd left California 2.5 years earlier — we had new sails, new standing and running rigging, a liferaft, extra ground tackle, charts to Europe, plus we had most of our old gear as well. So we were fairly heavily

laden but feeling good.

All went well until I went below to fix the evening meal. I immediately felt sick. I was conspicuously healthy at this point, as I'd given up smoking months before and hadn't had a drop of alcohol in months either — to be honest because of the morning sickness. I hadn't wanted to take Dramamine, and the 'seabands' didn't seem to be doing their thing.



COURTESY SOUTHPAW

"No wonder I felt sick."

For the next 4.5 days, as we rushed towards Tonga on a beam reach while reefed down, I spent most of the time retching. I couldn't even keep water down. The most comfortable spot was on the cabin sole, clutching a basin — despite the fact that the new PYHI opening

port that Gary had recently installed in the head was leaking and I was lying in a sloshing puddle. God, I was miserable! Why hadn't I done as my boss at the chart agency had suggested and left that boat bum of a boyfriend?

I eventually decided that the risks of birth defects were outweighed by the risk of a retching-induced miscarriage, but by then it was too late for me to keep seasick medicine down. But we had a weapon of last resort: a *mal-de-mer* suppository given to us by a French boat. On the fifth day, I was finally able to take notice and give Gary a hand.

It actually turned out to have been one of our better passages: Auckland to Nuku-alofa in 9.5 days with 30-35 knot beam winds the whole way. And nothing has ever tasted as good as the watermelon I devoured when we arrived in Tonga. A few weeks later we took second place — out of 26 yachts — in the King's Birthday Regatta in Neiafu. So, it was all worth it. It's quite nice — memories of bad passages and childbirth fade away with the excitement of what comes after.

Jess Balding
Southpaw, Schooner
Winchester Bay, Oregon

Readers — We're ashamed to say we received this letter in 1997. It's so good, that we decided to run it anyway. Subsequently, the Balding family completed their schooner and sailed to New Zealand. We don't know where they are now.

↑↓TRAWLING ON THE HA-HA

We're interested in joining the Ha-Ha this fall. We realize that it's primarily a sailing event, but my wife and I think it would be great if we could join up so our 13-year-old daughter



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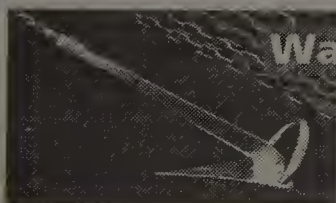
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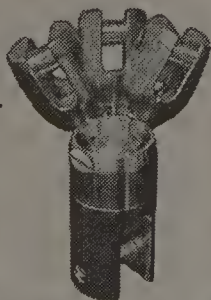
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Show sponsors have worked out an arrangement with Minneys, whereby bonafide exhibitors may deliver their surplus boat gear and equipment to the "flea market" section of the show where the crew from Minneys will take responsibility for it. Ernie Minney will personally supervise the pricing of your gear, the selling of it and the accounting. Minney's will charge a 20% commission for providing this unique service. Please call Minneys anytime after Labor Day to discuss your surplus inventories with Ernie.

Please also note that Ernie has set up a \$100,000 line of credit to make purchases for his blow-out booth at the show. If you would rather grab a chunk of the 100 grand, that's fine with us! This is a good option for the marine industry businesses that are unable to make this fine show.

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LETTERS

ter will have other kids around for companionship. From years of reading *Latitude*, I know that there are always lots of kids on the Ha-Ha. Having friends her own age will help ease our daughter into the cruising life. We plan on spending a year in Mexico, so she'll no doubt be meeting up with kids she met on the Ha-Ha again and again.

We have sailed extensively over the years, owning several racing boats, and for 17 years owned the Peterson 44 *Maitairoa*. Once we decided to live aboard full time, we felt a full trawler made more sense. Our advancing age had nothing to do with our desire to enjoy the comforts of a big trawler. We'll be doing the Ha-Ha with *Sobre El Mar*, our 55-ft long-range trawler that was designed by Art DeFever of San Diego and built entirely of wood in 1971. Having a trawler means no more wet nights in a cockpit for these cruisers. And do you know how to tack a trawler? You close the weather pilot-house door and open the leeward door. There are no sheets to pull! Our trawler is well found, with SSB, Ham, Loran C (2), GPS (2), Radar, VHF (2), 500 GPD watermaker, 8KW generator, and a host of other toys. We carry 1,850 gallons of fuel and 500 of water. We cruise comfortably at 8.5 to 9.2 knots at just under 1 gallon per mile, including generator time. Power is provided by a pair of Detroit diesels. We have cruised her extensively up and down the Pacific Coast.

Please forward me in the provided return envelope an entry packet for this year's upcoming Ha-Ha. I would also appreciate any comments you wish to make that pertain to the event or participating with a trawler.

Capt. Mike and Cindy Schachter
Sobre El Mar, DeFever 55
Long Beach

Mike & Cindy — The folks at the Ha-Ha have always welcomed participants with motor vessels. There were four or five of them last year, and they expect as many this year.

As for extolling the supposed virtues of trawlers, don't get our dander up. Perhaps you haven't heard our 'sailing catamaran makes the best trawler' argument — which is basically that anything a trawler can do, a good cat can do better.

*You don't spend wet nights in a cockpit? Neither do cat owners, who have 360° visibility from inside the salon. In fact, in the more than 350 times we've sailed *Profligate*, we've only worn foul weather gear once — and that was because it was cold. How do we tack our cat? We turn the wheel, go inside and grab a snack, and when we come outside we're on the new board. It's all about the self-tacking jib. You really need two big Detroit diesels and nearly 2,000 gallon fuel capacity to average nine knots? Our cat now does nearly 11 knots with two little 51-hp Yanmars, which we're certain get better fuel economy. And on a typical trip from San Diego to Cabo, we burn about 1/360th of the fuel that you do, as we sail the whole way. Maneuverability? With props 25 feet apart, our cat has your trawler beat hands down. Yes, we know we're really laying it on thick, but we think it's really important for aging sailors to realize they don't have to give up sailing to have easy, comfortable and dry fun on the water.*

And now let's consider some of the positive qualities cats have that trawlers don't. First, cats don't roll like trawlers, so folks are less prone to seasickness and fatigue, both at sea and in rolly anchorages. Second, a similar length cat will have more room, usable space, and places to 'get away'. Most importantly of all, a cat should be able to move along in the teens without the sound or smell of diesel. In fact, there's only one or two aspects in which we think older trawlers such as yours are superior to cats — they are more aesthetically pleasing

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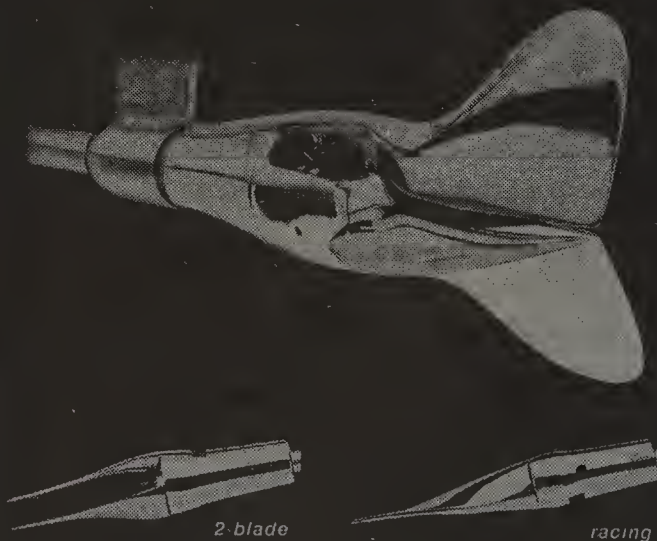
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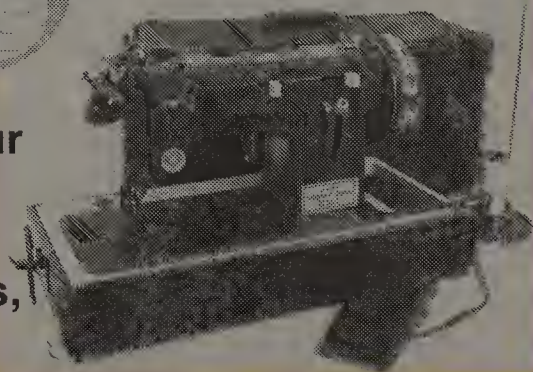
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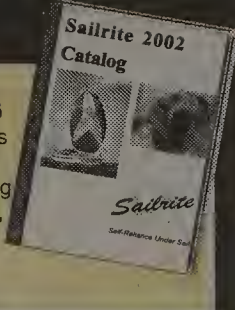


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LETTERS

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By the way, lest any monohull owners think we've got something against them, we don't. In fact, our latest brainstorm is to go partners on an Express 37 for periodic cruising and racing mischief in the Caribbean and the Med. You can get a heck of a great monohull for not much money.

↑↑ I WOULD SURELY DO IT AGAIN

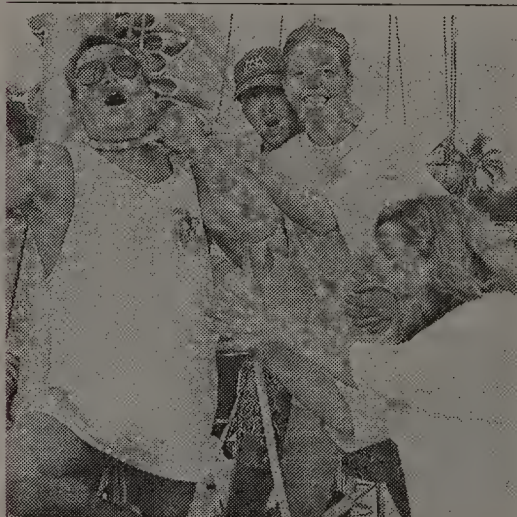
In a previous *Latitude*, there was a report highlighting the tough times we had doing the Baja Bash aboard Renne Waxlax and Anne Bluden's Swan 65 *Cassiopeia*, and my having to take a bus back from Turtle Bay in order to get back to work. There was a lot of crazy adventures on my 'half Bash', but I don't want anybody to get the wrong idea — it was a great experience. In fact, I would surely do it again, as the adventure and humor of the trip far outweighed the challenging moments. I loved being out there and would recommend the trip to anyone who is interested in quickly learning a lot about ocean sailing. I also want to thank Anne and Rennie for their lively spirit and generosity — they are great people.

Oh, and one more thing — having crewed on *Profligate* for the ride down to the Zihuatanejo SailFest, I will back up the Wanderer's comment about sailing and anchoring *Profligate* whenever possible. Three hours after his arrival in Puerto Vallarta on a Friday afternoon, the Wanderer, Doña de Mallorca, and the rest of the crew had the boat fueled, provisioned, and heading south in the darkness. We visited many anchorages — three in one day — on the way!

Jean Leitner
San Diego

Jean — Depending on what folks are hoping for and expecting, even a rough Baja Bash can be a good thing. Particularly when it's over.

We appreciate your confirmation of the intensity with which we cruise Mexico, for occasionally we're exasperated by a few



Jean (smiling) and the gang, clowning around aboard 'Cassiopeia'.

COURTESY JEAN & DUSTIN

of the letters we get. For example, Peter and Jessica Barrett of the Cheoy Lee 35 *Following Joshua* — who we're certain are nice people — wrote to basically tell us we don't know anything about cruising in Mexico, a conclusion they came to predicated on the fact that "there are many of us [in Baja] who get the idea that when the editor

cruises in Mexico, he picks up a boatload of the cutest chicksters he can find, and heads out on fairly calm passages to party with a select group who show up in the pages of the magazine time and time again."

We initially started a long and factual rebuttal to disprove the ridiculous assumption, but got bored. So we'll just say that we don't know where the couple's and others' 'idea' came from, but they obviously don't know diddly about us. And that there's 70,000 pages of *Latitudes* to document that we've done a lot

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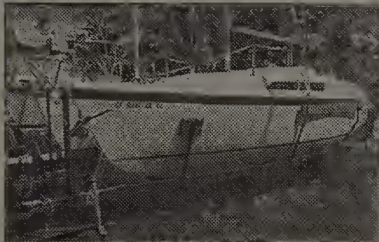
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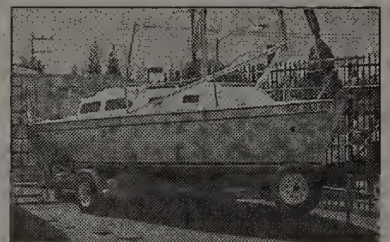
COM-PAC 25, 1997...\$54,999

Powerful and luxurious, this boat comes with a trailer and 12hp diesel. Lots of teak and bronze. This is a big 25. With main and genoa.



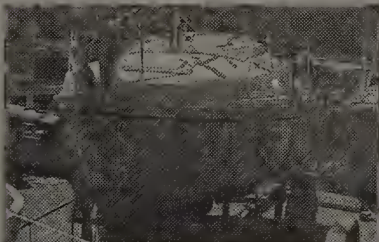
O'DAY 23, 1978...\$7,500

Great family cruiser with a trailer and a HUGE sail inventory. Two mains, jib, two genoas, and a 7.5hp Honda four-stroke! Tahoe here we come.



23' SANTANA 2023, 1994...\$13,500

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TRADEWINDS 26, 1985...\$7,900

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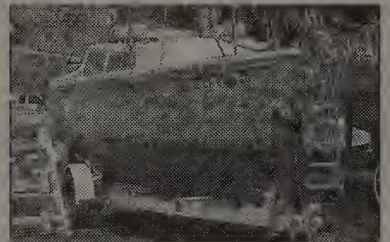
HUNTER 23, 1995...\$9,500

Easy tow water ballast boat with trailer, main, jib and 6hp Mariner.



O'DAY 22, 1980...\$4,950

Very popular boat with trailer, main, jib, genoa and a 7.5hp Honda four-stroke.



CATALINA 22, 1978...\$4,895

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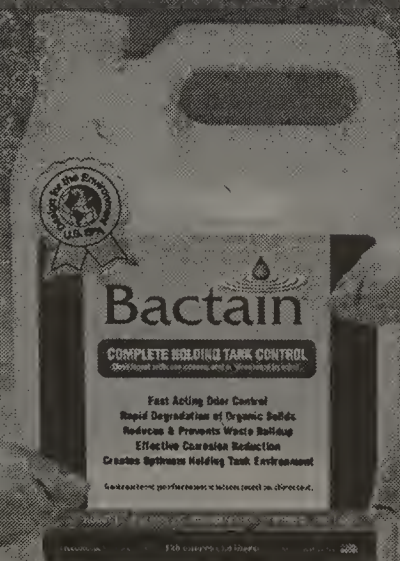
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of cruising — with crew and singlehanded, upwind and downwind, in good weather and bad — to prove that when we get on a boat, particularly in Mexico or some other foreign country, it's to do much more than play. As for the suggestion that sailing is pretty much incidental to our brand of hedonism, on a recent night race, Harbormaster Alan Weaver noted that we didn't leave the helm — not even to take a pee — for nine hours. What can we say other than yes, we're helm hogs, and that we're really into the sailing part of sailing. And that even when we're not sailing, we're still into it. Our idea of a non-working European vacation, for example, is 14-hour days of hard charging to check out and take photos of every marina between Capri and Marseilles, usually catching a few hours of sleep in places that make Motel 6 seem like the Four Seasons. It might be a little sick, but it's a deviancy that brings us pleasure.

So if somebody wants to disagree with us about some topic in the magazine, that's fine — as long as the argument isn't based on some gross misconception of who we are and what we do.

↑↓ I WOULD BOYCOTT MEXICO FOR ONE YEAR

I cruised from 1990-'93, and am going to go again when I return in '03. I've also been reading about all the problems with clearing in and out of Mexican ports. Although I'm at retirement age, I would boycott Mexico for one year to protest those policies. If all cruisers decided not to go to Mexico — or even do the Ha-Ha — maybe our letters to the Mexican government would be heard. I would even join an organization in support of this, as it would have a lot more power than a few letters. After all, look what Jesse Jackson did to Denny's and Toyota.

Barry Johnson
San Diego

Barry — We think a boycott is a poor idea for two reasons. First, we believe the objectionable clearing regulations are the result of government ignorance, not animosity. Our job is to help Mexico understand that their punitive regulations aren't in their own best interest. Secondly, if you think a bunch of relatively affluent yachties boycotting Mexico would register on that government's list of significant problems, you underestimate Mexico's problems — and what a pittance yachties contribute to their tourism.

As for recommending Mr. Jackson's tactics, we're gonna take a wide pass. We've always marveled at the effectiveness of what we've considered to be his extortions, but never cared for his hypocrisy. To our mind, one of the most hilarious chapters in all of the human comedy was when the married Reverend Jackson, while supposedly ministering to the wayward President Clinton, fathered a child out of wedlock with an employee, and then used 'his' nonprofit's money to pay her off. We're no model of virtue, but that was a little too much for us.

↑↓ RIDICULOUSLY HIGH FOR A THIRD WORLD COUNTRY

We've just received the July issue of *Latitude* and commend your article on the cost of cruising Mexico. While we agree with much of what was written, we wish that the (now) armchair readers who wrote in to you would lighten up on the sarcasm and rhetoric. "My wife and I have been sailing in Mexico — the one just south of the United States," writes Bill Yeagan. Just where does he think all of us are — and unlike him — continue to be? And no, we don't shop in Guaymas, although it's not as expensive as he thinks. Also, we take major exception with his claim that cruisers should load up

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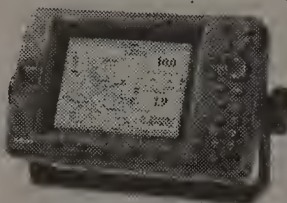
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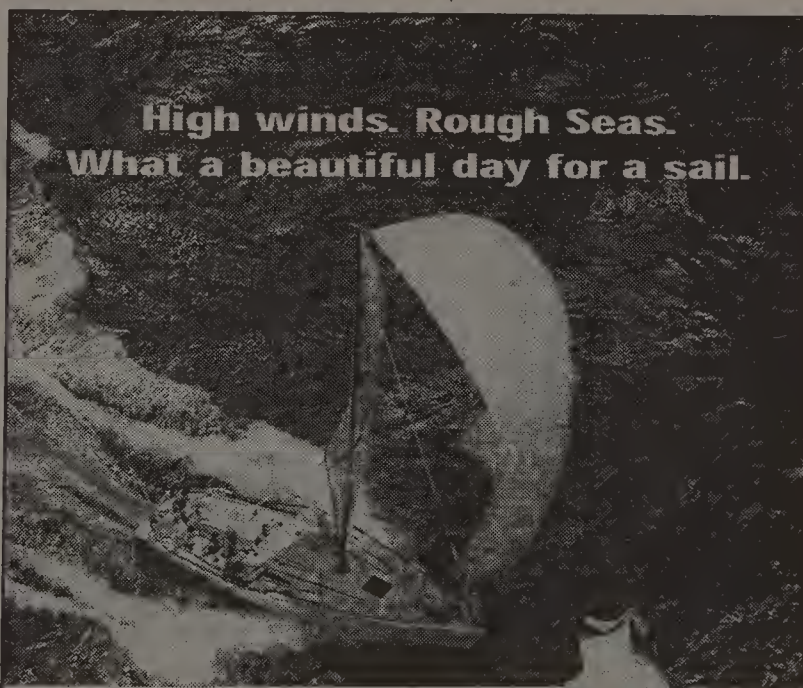
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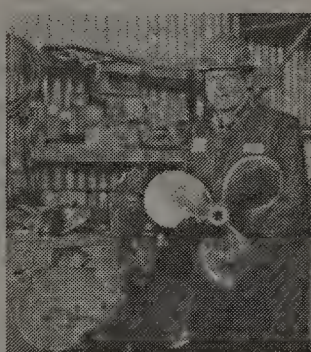
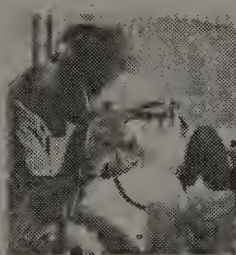
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LETTERS

their bilges with paper products before heading to Mexico. First of all, on most boats we know it would be unsafe. And unlike Yeargan, we seem to always find room in the dink for the wonderful paper products they have down here. As for Mac of *Slo and Ezy*, who says, "I think people who complain about the prices in Mexico must be in the twilight zone." We invite him to come walk a mile in our moccasins.

We emailed Yeargan's Mexico price findings to our friend Jon Reidy in Seattle, along with our *supermercado* prices from Loreto and from various receipts we had in our nav station from the CCC, Comercial Mexicana, and Gigante stores in La Paz, Mazatlan, PV and Zihuatanejo. Here is what he found, researching at his neighborhood Safeway in Seattle.

"First, my hat is off to the reader (Yeargan) who did all the research at the Safeway in Richmond — wherever that is. It takes longer than you might think wandering through the aisles and getting specific prices. I did have a major problem, however, with his research method, as it became clear that where there were a variety of items available, he unfailingly chose the most expensive one — as if deliberately trying to skew the results in the favor of American items being more expensive."

OK, here's what he did with our list: The Loreto and Supermercado prices are ours, the latter taken from CCC, Comercial Mexicana or Gigante — generally agreed as the cheapest in Mexico — price receipts.

Item	Loreto	Supermercado	Safeway
Can Beer 6	\$6.24	\$4.25	\$3.99
Potato Chips	\$2.35	\$1.83	\$1.59
Tuna, can	\$.84	\$.67	\$.99
Hamburger 1lb.	\$1.97	\$1.72	\$1.89
Chicken Br. lb.	\$1.76	\$1.41	\$1.29
Bacon lb.	\$2.65	\$2.34	\$2.29
Salami 9 oz.		\$5.38	\$4.29
Amer. Ham lb.	\$3.42	\$2.46	\$1.99
Shrimp lb.	\$12.49	\$9.37	\$8.99
Toilet Paper 6	\$1.88	\$1.63	\$1.49
Cat Food 3 lb.	\$4.24	\$3.78	\$3.51
Top Ramen	\$.47	\$.41	\$.33
Mayo 425 g.	\$ 1.87	\$1.35	\$1.19
Cooking Oil	\$ 1.56	\$1.42	\$1.37
Bread, med. loaf	\$ 1.41	\$.98	\$1.19
Peanut Buttr/1lb.	\$ 3.21	\$2.79	\$2.19
Jam, 1 lb.	\$ 2.45	\$ 2.23	\$1.99
Batteries, AA, 24 ...	\$21.73	\$17.14	\$11.99
Batteries, D, 12	\$17.34	\$16.57	\$9.79

We have no quarrel with his gas prices, which put Mexico more expensive than the U.S. by at least 60+cents a gallon. We actually found it to be more than that in some places.

You can see from a quick scan that Mexico is clearly more expensive than the U.S., when most items are priced fairly against a similar item in the States. This results in the U.S. items being near or far less expensive than the Mexican items — no surprise to us or to the many of your readers cruising down here.

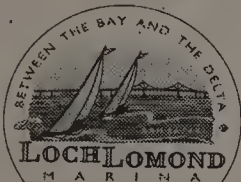
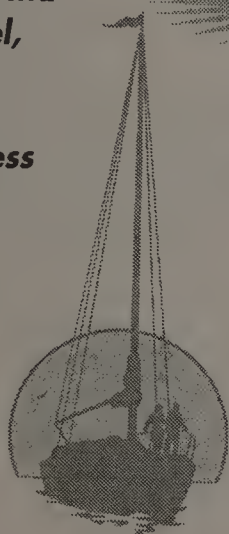
This is, in our opinion, ridiculously high for a Third World Country. You're wondering where our perception comes from that Mexico is an expensive place to cruise? There's your evidence. Add the expensive moorage, the port fees, the expensive restaurants — even the *palapas* — and you begin to get the picture.

Again, our only aim here is that your readers have a more realistic picture of what to expect down here. Mexico really is

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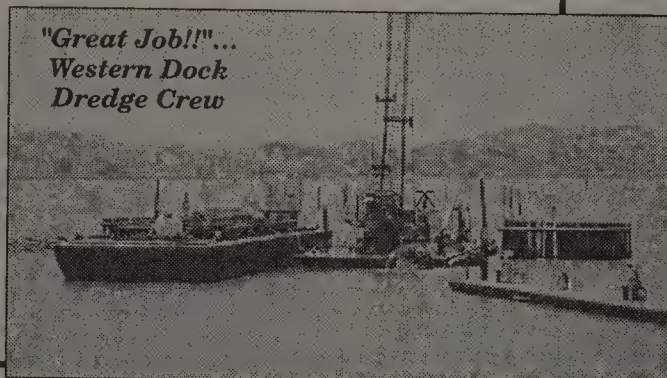
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LETTERS

a wonderful place — just come down with your eyes open.

Michael Sutherland and Jennie Cobell

Synchronicity, Islander 36

Isla Bargo / Seattle

Michael & Jennie. — If Yeargan wanted to skew prices to being the most expensive, he could have gone to the only supermarket in Sausalito, Mollie Stone's, and blown the doors off all prices in Mexico — even those in Loreto, which is even more isolated than Winnemucca, Nevada. Remember also that his list wasn't the only one that showed prices in Mexico to be higher. As a result, our overall evaluation of food prices — after trying to factor out 'apples and oranges' and possible skewing by both sides — is that there isn't much difference between the U.S. and Mexico.

Your and our views of Mexico seem to be that of a pessimist and an optimist. Where you see expensive marinas, we see countless free anchorages. Where you see port captains trying to gouge you for dollars, we see the warm and friendly faces of the locals. Where you see expensive restaurants, we see an incredible quantity and quality of seafood free for the taking. While we each see Mexico as a wonderful place to cruise, you see it as overpriced and we still see it as a big bang for the buck.

WHAT'S WITH 'WE'?

I've always wondered why you use the editorial 'we'. You say things such as "We studied Russian lit." Or, "We dated her daughter." Does this refer to the Publisher, the Wanderer, the Grand Poobah — or all of them? Is the use of 'we' why you need such a large boat? Over the years, 'we' has appeared in situations that make no sense, and I have been curious behind the rationale.

Anonymous
Northern California

Anonymous — Some publications — we think the New Yorker is probably the most famous — use the editorial 'we' to express a sense of commonality between the publication and the readers. With the New Yorker, the editors share a New York state of mind. With Latitude, we like to think we share a sailor's state of mind. Sometimes it doesn't make any sense the way we do it, but that doesn't bother us.

While the Latitude 'we' can mean anyone in the editorial staff, it's primarily the Publisher, the Letters editor, the Wanderer, and during the Ha-Ha, the Grand Poobah. Unfortunately, these are all one and the same. If we had charged \$4.50 a copy for Latitude, we'd have lots of well-paid writers and there wouldn't be any editorial 'we' — for we would be cruising our boat in some tropical and surf-infested part of the world.

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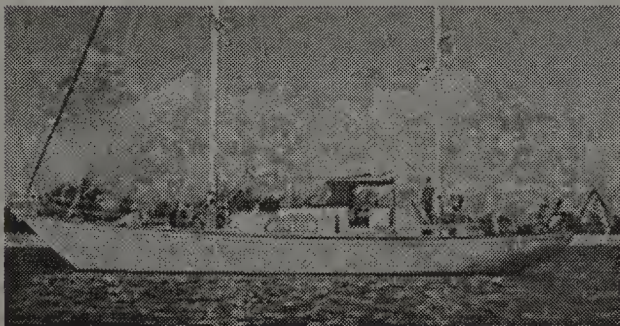
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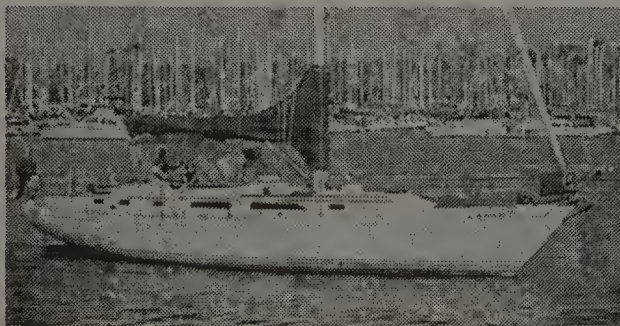
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LETTERS

our money.

At any rate, when we had initially gone to the Port Captain's office, the officer at the counter informed us that an old and long ignored rule requiring 'health certificates' was now being enforced. According to the rule, we couldn't check out of Cabo for San Diego — another country — without first getting a health certificate. In order to get a health certificate, we'd have to make a 30-minute drive to San Jose del Cabo. They didn't know when the official giving health certificates would be available or what it might cost.

However, the officials was nice enough to tell us health certificate requirement was not being enforced by the port captain in Ensenada. So if we checked out of Cabo for Ensenada, we wouldn't need a health certificate, and if we checked out of Ensenada for San Diego, we wouldn't need a health certificate.

We thought we might bypass the issue by checking out with an agent in Cabo, but they said that we'd still have to get the health certificate. So we mentally wrestled with the possible consequences of checking out for Ensenada — and not stopping. Ultimately, we decided to go that route. So did a lot of other boats.

When we arrived at San Diego, we were of course asked for our check out papers from Mexico — which we didn't have. It wasn't a problem not having them. We suppose that it's remotely possible that the next time we go to Mexico our boat name might come up on their computer as never having checked out of the country. We think it's unlikely. If it does happen, we'll cross that bridge when we get to it.

Incidentally, we have talked with boats that checked out of Mexico for San Diego from San Carlos, Loreto, La Paz, and Puerto Vallarta, and none were required to get a 'health certificate' — so it's apparently a Cabo-only deal. Go figure.

Dave and Merry Wallace
Air Ops, Amel Maramu 46
Redwood City

Dave and Merry — The Mexico clearing routine is getting more bizarre all the time, isn't it? Here's the latest we've learned. Hall Palmer, currently cruising Relativity in the Med, says in the past he's been told that he couldn't clear Cabo for the States without a 'health certificate'. So he cleared for Ensenada — but sailed direct to San Diego anyway. Just like you.

As for this being a 'Cabo only' scam, apparently that's not the case. The above-mentioned Les Sutton reports that a similar thing recently happened in La Paz. Eugene, Pat, and their son Beven — a South African family with the 32-ft Camper-Nicholson Cherie — wanted to clear La Paz for the United States so they could do a 'clipper route'. The port captain told them that if they were clearing for the States, they'd have to pay a \$100 U.S. 'fumigation' fee. But if they cleared to Ensenada — which would not be clearing out of the country — they would only be liable for the normal clearing fee and not need the expensive 'fumigation' certificate. It's our understanding that the family cleared for Ensenada with the intention of not stopping there.

Subsequent to all this, we received a letter from Mary Shroyer of Marina de La Paz that explains what's happening. "The 'health certificates' being mentioned refer to another of those anachronistic maritime laws on Mexico's books. This one requires that boats have a sanitary inspection when arriving from or leaving a foreign port. This made sense in the days when tropical diseases abounded. The La Paz Port Captain — who covers Cabo — has decided to enforce it. The Health Department is not happy about it, as they don't have the person-

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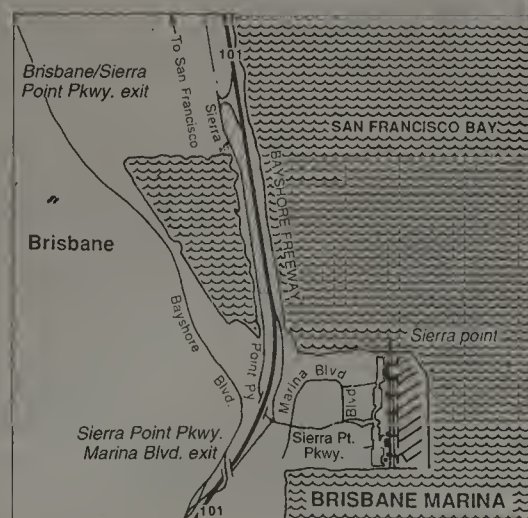
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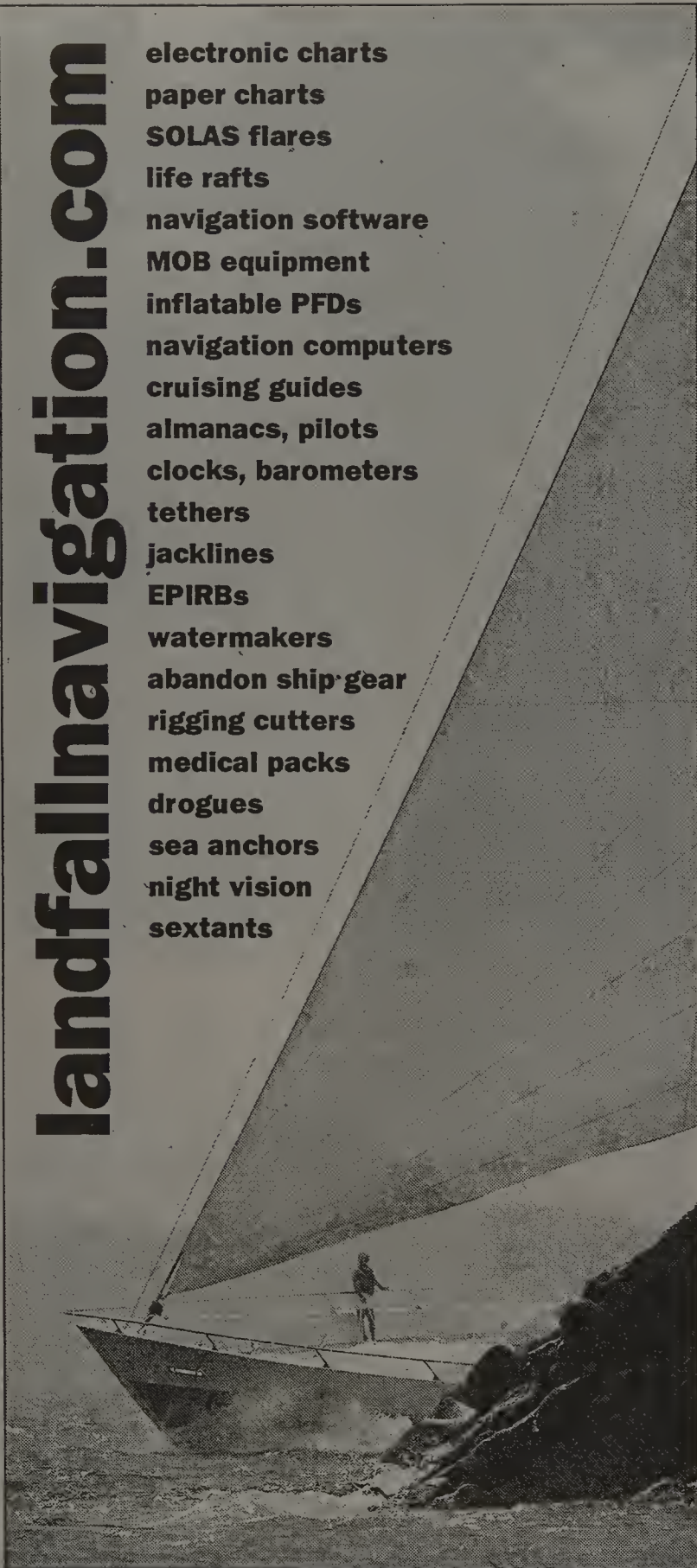
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LETTERS

nel to cover it. As I understand it, the fee is \$1,000 pesos — or more than \$100 U.S. This old law is not being enforced in Ensenada."

What would we do if we were bringing our boat north from La Paz or Cabo? We'd certainly clear for Ensenada. And if a 'storm' blew us past Ensenada to San Diego, well, that must have been what god wanted. And as the Mexicans always say, "It's easier to ask for forgiveness than permission."

BEING BLOCKED OFF

Years ago, a friend told me that the navigable waters of the United States cannot be blocked. Is that true? And no, I don't want to buy a bridge.

If it is true, why was the little cove next to the Wind River building on the Alameda side of the Oakland Estuary chained off? It makes a great little anchorage.

Mike & Janice Kranz
Hummer, Islander 34
Oakland / Concord

Mike and Janice — It seems to us that access to theoretically navigable waters are blocked all the time by piers, bridges, ecological reserves, and other things. As for the little cove near Wind River, maybe one of our readers can tell us what's going on.

WAKES AS SEEN FROM ANOTHER PERSPECTIVE

In the June issue a skipper's letter complained about the Coast Guard boarding his vessel because it made a wake in the Estuary. Perhaps he didn't realize that wakes are a hazard to the health and safety of those of us who make a living maintaining vessels and equipment. Divers, welders, fitters, and painters have to make repairs in timely manner while maintaining the integrity of our environment and complying with the demands of the various regulatory agencies. Unnecessary wakes on the Estuary poses a hazard to us. For example, manned work floats are often placed up under vessels and piers, and during dry-docking, divers are guiding large vessels onto blocks, and wakes put them in peril of great injury.

The Alameda Police Department now patrols the Estuary and gives tickets to mariners who ignore the 5 mph zone. There are speed reduction buoys posted at our location, but they haven't been very effective in getting fast vessels to slow the heck down. I, for one, am in favor of stronger enforcement of slower boat speeds and no wakes on the Estuary.

Gary Ehrsam
Bay Ship & Yacht Co.
Alameda

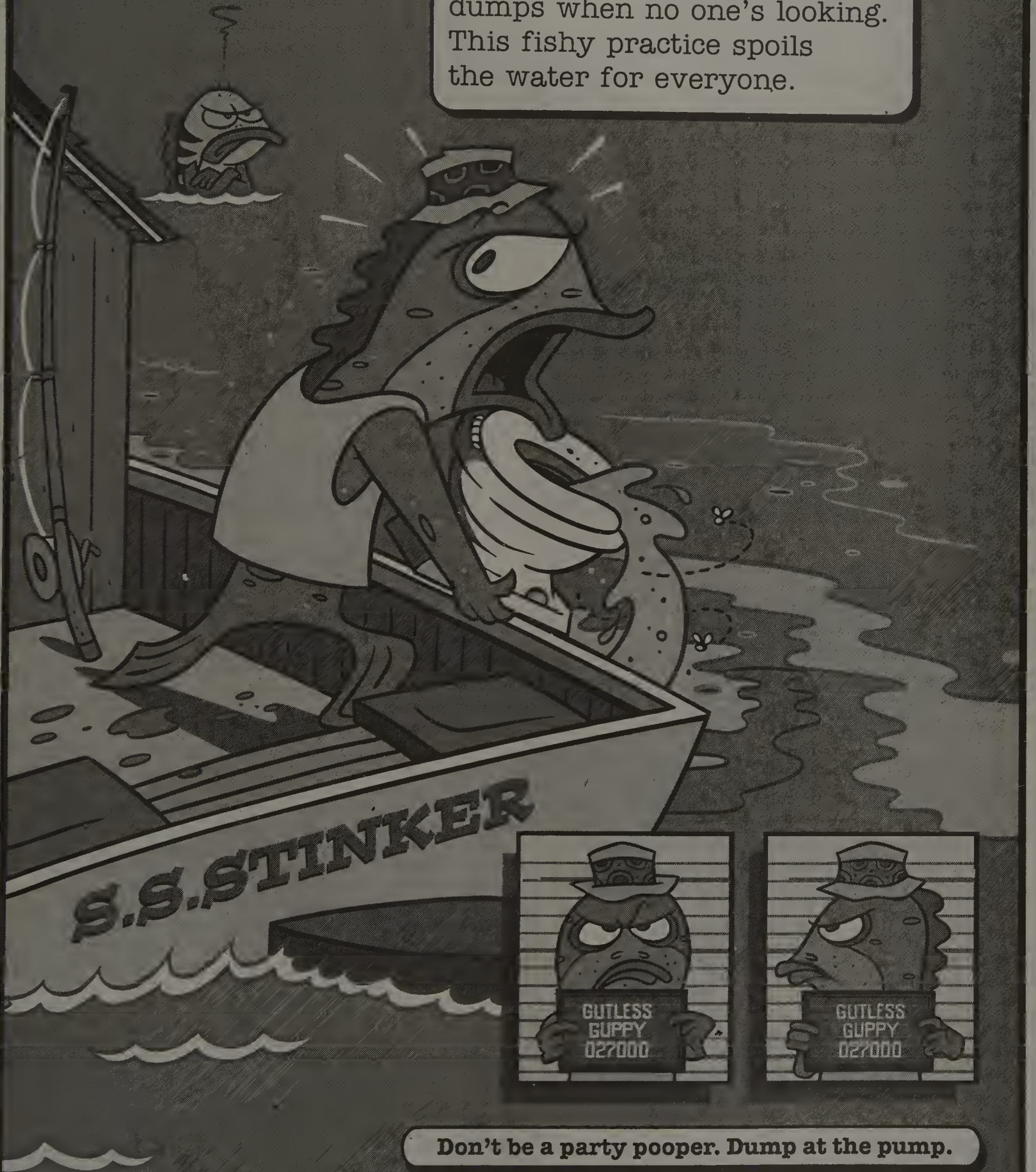
Gary — Thanks for the letter, we're sure a lot of mariners didn't realize the number of people who work in and around the water that could be injured by wakes.

CON-ARTIST OR NOT?

I've just got to try to get my oar in the water on this one. In the April 2002 issue, there was a brief report of a 'con' being run in San Blas, Mexico. Lee of Wings reported that she was approached by a distraught American woman who claimed that her purse had been stolen, and who asked for 10 pesos for bus fare back to her accommodation. Basically, Lee sent the woman away, in effect saying, "Go see Norm Goldie, maybe he will help you." Later on, Lee's husband and the crews of two other yachts were told of the woman's plight. Together they raised 100 pesos and gave it to the woman. The next

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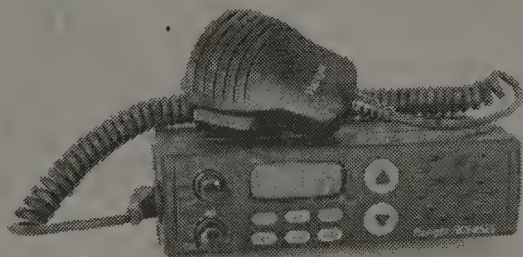
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LETTERS

morning Norm reported on the net that the woman had indeed contacted him, as per Lee's suggestion, was still upset, and that Norm had given her another 100 pesos. To Lee's mind, this seemed to indicate that the woman was a 'con artist'.

Here's the way I see it. First, if the woman's purse was indeed stolen, of course she would still be upset when she got to Norm's door. Probably her money, credit cards, ID, passport, return airline tickets, and so forth were missing. The donation of 100 pesos — or 200 pesos — would not change that. Give her the benefit of the doubt.

Second — and the real reason for this letter — is this: I don't know if it is just Lee, or if the nature of cruisers is changing, or if it is a reflection of the fear that seems to have gripped Americans since Sept. 11, 2001, but when I was cruising Mexico seven years ago, a lone American female in difficulty would have been offered overnight accommodations and a meal by some couple — not only by male singlehandlers — in the fleet. I am very sorry to see that this is no longer the case.

By the way, Western Union still does exist. In fact, it's a very important media for cash transfer and communications in the Third World — and in the poorer communities in the United States.

Latitude commented that wood cruising boats are "unusual" in the South Pacific. Actually, there are quite a few wooden cruising yachts sailing in the South Pacific. Most of them fly the New Zealand flag, and some of them are quite new.

Lastly, about the new fee for failing to complete a transit of the Panama Canal in one day. I have been through the canal six times, once on a fairly fast power boat, and have never made it through in one day. This wasn't because the boats couldn't make it, but because the pilot ordered us not to. This new situation sounds like just another scheme to separate a sailor from his money.

Nick Nicolle
Rise and Shine
Neiafu, Tonga

Nick — What you're saying is that you're more trusting of a strange woman in tears than you are of the Panama Canal Commission. Interesting.

Since we weren't in San Blas to witness the incident, we're certainly not going to second guess Lee. Had we been there, we probably would have given the woman the money — but not believed her. First of all, San Blas is home to an American drug culture, an environment in which scams are known to fester. Second, the woman asked for cash rather than food or a place to stay, which is always suspicious. Third, what kind of woman travels off the beaten path without friends or acquaintances and without making provisions for her stuff being stolen? Smells fishy to us.

Have Americans become "gripped with fear" after 9/11 to the extent that they wouldn't help a crying woman in legitimate need? We don't think so.

We continue to be swamped with letters every month, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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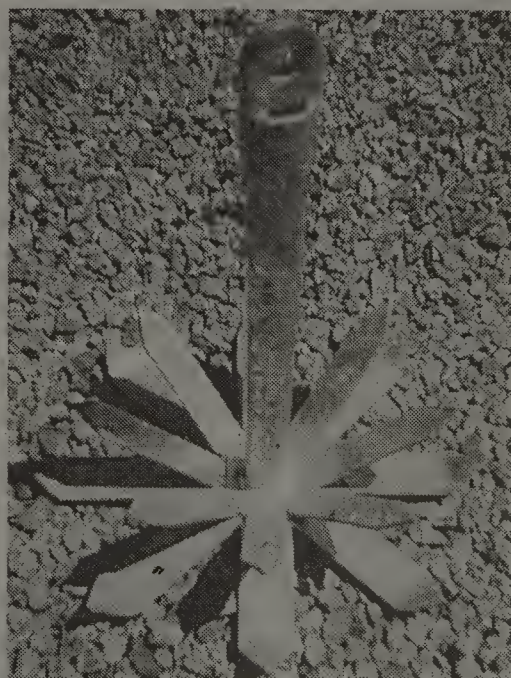
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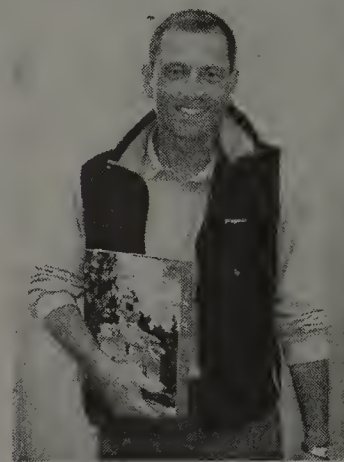
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LOOSE LIPS

History lesson.

The history of the St. Francis Yacht Club is in many ways the history of yachting on the Bay. When it came time to compile the disparate bits and pieces of that history into a coherent whole, we were heartened to hear that Kimball Livingston took on the formidable task. The former sailing editor of the *San Francisco Chronicle* and current West Coast Senior Editor of *Sail* magazine, Kimball has long been one of the premier sailing journalists on the left coast. He also authored the 1981 book *Sailing the Bay*, still the best book on this subject you can find; then a couple of years ago he revamped the book with all new photos (and grew the text by 40 percent) for the second edition.



Kimball Livingston and The Book.

St. Francis Yacht Club 1927-2002 was completed recently, and as with everything else Kimball puts his pen to, it's hard to put down. The good news is, it's even better than we expected. The bad news for non-members is that the book is being marketed only to St. Francis members. Even so, if you're a nonmember, but a history buff, you can buy a book by contacting the club. At \$95 a copy, though, you'll have to be a pretty serious history buff.

Just folks.

Speaking of neat new books, another you should check out is Dieter Loibner's *The Folkboat Story*. It's particularly fun because a fair chunk of the 60-year history of these jaunty clinker-hulled craft is evident in the healthy local fleet. Far from a boring regurgitation of facts and figures, *The Folkboat Story* positively bubbles with engaging and often hilarious accounts of the development of the boat in Sweden during the early years of World War II through its various fleets and personalities of today.

Dieter — another local sailing journalist whose writing has also appeared from time to time in the prestigious publication you now hold in your hot little hands — will be doing a book signing on August 10 at 2 p.m. at Hyde Street Pier in San Francisco. Those wanting to attend will be able to get onto the Pier free. There will also be two Folkboats on display. For more information, call Darlene Plumtree at (415) 551-6662, ext. 112.

Remembering Elly.

We regret to report the passing of Elly Dowd, one of the pioneering women sailors in Northern California. The former member of the Richmond YC learned to sail as a child on the East Coast, and after spending some time in Santa Barbara where she wrote for *Sea* magazine, she moved to Oakland. She cofounded Schoonmaker & Dowd in Alameda, which was the Northern California dealer for Cal Yachts and the then-new fiberglass boats. Elly promoted the Cal line of boats by racing them on San Francisco Bay and in the ocean. Sailing her Cal 20 *Puff the Magic Dragon*, she became the first — and perhaps only — woman to ever win the Midget Ocean Racing Championship. She later owned the Cal 30 *Paper Mache*, and the Cal 40 *Montgomery Street* — which under other owners has since sailed in more TransPacs than any other boat. Elly later moved back to the East Coast, where she became in-

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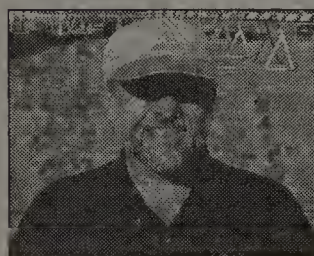
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LOOSE LIPS

involved with starting the bareboat charter trade in the Caribbean, and helped design the interior of boats such as the Morgan Out-Island 41. She spent the last 10 years of her life between La Quinta and Coronado, and was chairman of the Coronado Sailing Team, which won the National Championships this year.

We got to know Elly long before we became interested in sailing, as we dated Tobey, one of her two daughters, while in high school. While Elly had every right to be wary of us, we got along like a house on fire. Although we later only saw Elly once every five years or so, she never changed. Elly was a ballsy woman, had a great sense of fun, and went by our favorite nickname ever — 'World War III'. We'll remember her fondly.



Elly Dowd.

End to a sad tale.

Five years ago, on the dark and stormy night of December 29, four people died when their 34-ft sailboat *Morning Dew* missed the entrance to the harbor at Charleston, South Carolina, and plowed into the jetty. A search the next morning revealed the mast of the sunken boat protruding from the water. The bodies of Daniel Cornett, 13, his brother Michael, 16, and their cousin Bobby Lee Hurd, 14, were found nearby. The body of owner/skipper (and father) Michael Cornett, 49, washed ashore a month later.

Two months after the incident, Coast Guard investigators played a partial tape for Libby Hurd, the boys' mother, to see if she could identify a voice calling for help about 2 a.m. that night. She immediately ID'd it as young Daniel. Because it was a partial call and the Coast Guardsman on duty received no further reply when he responded — basically, he thought it was a hoax — no search was launched.

The recording touched off a storm of controversy over just what constituted a legitimate call and how such decisions were made. The outcry intensified when it was learned that a passing container ship reported to the Coast Guard four hours later that they had heard cries for help near the jetty entrance. (A harbor pilot boat later returned to the area but didn't find anything in the darkness.)

This case, which has ground on through the courts ever since, was finally resolved last month. Last year, a federal judge ruled that the Cornett children and their cousin survived the collision and would likely have been saved had the Coast Guard conducted a proper search. He awarded \$19.2 million to the two families (\$6.3 million per child — the elder Cornett was thought to have perished soon after the accident and therefore no awards were made for his loss). The Justice department had until last month to appeal the ruling, which they declined to do. A further \$2 million in interest accumulated during the appeal window and will be added to the award. This case also led to a nationwide review of Coast Guard policies which will hopefully prevent such a tragedy from every happening again.

Missing in action.

Due to an unusually large volume of material, we were unable to include *Coast Watch* in this issue. Look for a return of this informative column detailing local search and rescue activity by the Coast Guard in the September issue.

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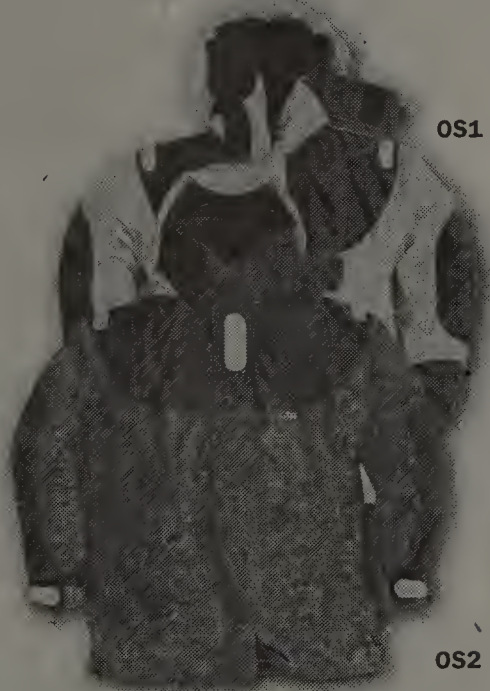


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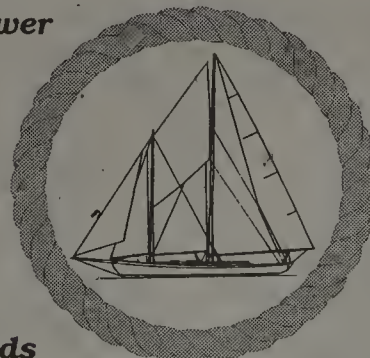
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ken-ichi rides again

Certainly one of the most accomplished, dynamic and engaging sailors of our time is Ken-ichi Horie. "Ken who?" you might say. Well, we should probably add that he is not so well known on this side of the

Pacific. But in Japan, Horie is a folk hero and national treasure on the order of Sir Edmund Hillary.

On July 17, the 63-year-old sailor completed the latest in an ongoing series of remarkable voyages — a single-handed crossing from Japan to San Francisco in a 19-ft boat. *Malt's Mermaid III* passed under the Golden Gate about 4 p.m., completing a journey that began on May 12 in Nishinoimiya (near Osaka).

In a larger sense, the 5,300-mile crossing completed a circle begun 40 years ago when Horie, then 23, sailed into San Francisco in the first *Mermaid* — unannounced and with no passport, no money, no English, and no idea what to do next. He was befriended by local boater Bill Fisher and brought into a marina, but nobody knew quite what to do about him politically. It was 1962, World War II was still fresh in the national psyche, and by all legal rights, Immigration should have repatriated him immediately.

San Francisco Mayor George Christopher called his old boss for advice. Ex-President Dwight Eisenhower (on whose staff Christopher had served) basically said that Christopher should do what was right, for Japan and for young people. Mayor Christopher decided to welcome the bold young seafarer with open arms, awarding him the key to the city and arranging a special 30-day visa. That voyage — and San Francisco's warm welcome — hit papers nationwide. It catapulted the then-unknown Horie to cult hero status here and in Japan, inspired other young Japanese, helped to 'reopen' Japan (which started issuing passports for the first time a year and a half later), perhaps healed a few more lingering wounds — and maybe even helped start the bond of friendship between the two countries. Ikc later called Christopher to congratulate him on a decision well made.

Horie didn't know this part of the story until 1999, when he was preparing to set sail from San Francisco to Japan in *Malt's Mermaid II*, a catamaran whose hulls were made entirely of aluminum beer kegs. Indeed, no one knew it until Christopher, then 91, told the story at a press conference for Ken-ichi. Horie conceived the latest voyage to honor Mayor Christopher. When the old ex-mayor passed away in 2000, the voyage was dedicated to his memory.

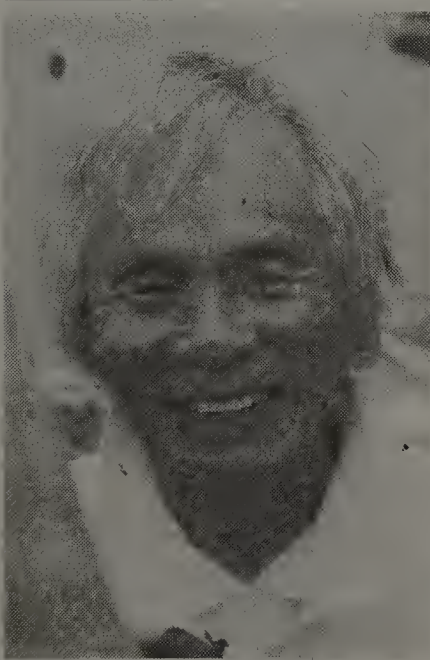
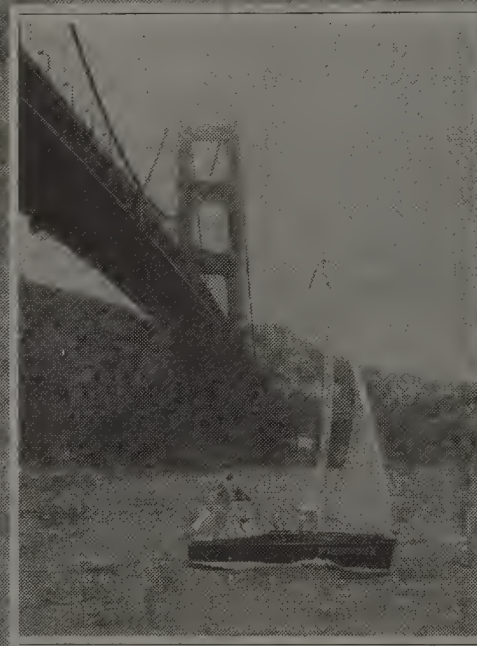
Since his first voyage, Horie has used his celebrity to two main ends: inspire young people to follow their dreams, and draw attention to environmental conservation and the importance of recycling. Like the beer-keg boat, *Malt's Mermaid III* embodies that latter principle from keel to truck: her hull is made out of recycled whiskey barrels (made into plywood), her mast is made of recycled beer cans and her sails are made of recycled plastic pop bottles. The design is a modernized recreation of Horie's original *Mermaid*, a small, hard-chine plywood craft that has been on display at the San Francisco Maritime Museum since his historic 1962 voyage. Interestingly, the new boat was designed by Ichiro Yokohama, who is the son of Akira Yokohama, who designed the original *Mermaid*. (The younger Yokohama was also chief designer for the Nippon Challenge America's Cup teams of 1991 and 1995.)

Among Horie's other accomplishments since that first long voyage to San Francisco are a solo circumnavigation (1974), a north-south

continued on outside column of next sightings page

conner's a-cup

Dennis Conner's newest IACC *Stars & Stripes*, sank in shallow water off Long Beach during sailing trials on July 23. *USA 77*, which was christened on May 26, was sailing with her stablemate, *USA 66*, about a mile from the south entrance to Long Beach harbor when the incident occurred. Sailing upwind on a sunny day in 12 to 14 knots of breeze in 2 to 3-ft chop, 77 suffered "structural failure" of her rudder. Despite the activation of bilge pumps and special air bags, the \$5 million yacht



Above, Ken-ichi Horie. Spread and inset, sailing under the Golden Gate on *Malt's Mermaid III*. His 67-day crossing shaved a whole month off his '62 mark.

yacht sinks

sank in about five minutes. None of the 15 crew were hurt. Conner was not aboard at the time.

The good news: *USA 77* went down in only 55 feet of water. A crane arrived the next day and by sundown, the boat was on her way back to the team's compound.

A preliminary damage assessment revealed that the boat suffered structural cracks about 18 inches long on both sides of the hull opposite the mast. "We heard

continued middle of next sightings page

ken-ichi — cont'd

circumnavigation of the Americas via Cape Horn and the Northwest Passage (1978-'82) — and a series of, well, 'less traditional' ocean crossings: Hawaii to Japan in a solar-powered boat (1985), San Francisco to Japan in a 9-foot sailboat (1989), Hawaii to Okinawa in a pedal boat (1992-'93), Ecuador to Japan in another solar-powered boat made from recycled beer cans (1996), and the previously mentioned journey aboard the beer keg catamaran in 1999. Each voyage was meticulously planned and accomplished with no major problems. Each also drew tons of media attention to Horie's causes, and to title sponsor Suntory Ltd., a brewery conglomerate which in addition to everything else, supplies Horie's project boats with all the Malt's beer he wants.

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LATITUDEJR

SIGHTINGS

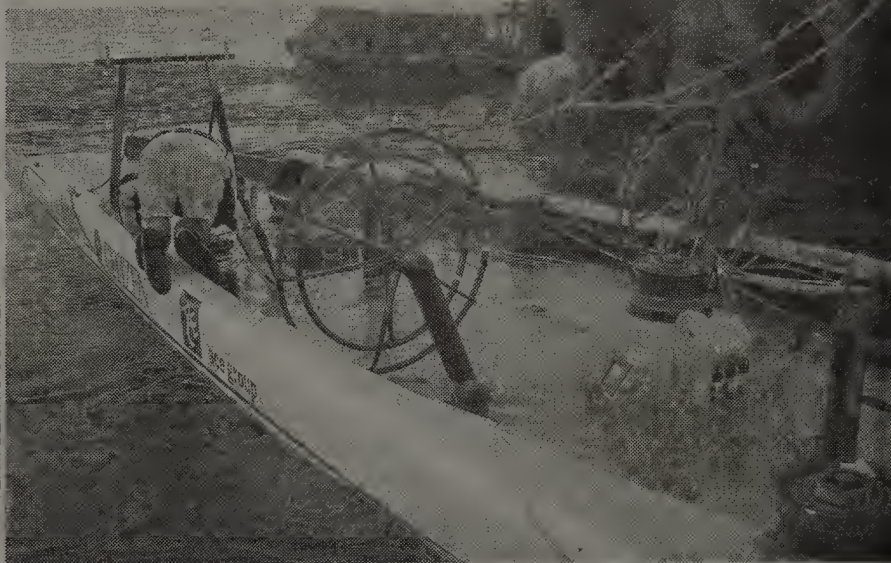
ken-ichi — cont'd

Although his hair is all gray now, the 63-year-old Horie in many ways seems ageless. After two months at sea in a tiny, cramped boat, he sprang from *Malt's Mermaid III* to the waiting cameras looking as though he'd just come from the locker room at a health club. His hair was combed, his face was clean shaven, and his clothes were spotless right down to the perfect creases in his pants. In fact, he looked better than most of the media types who had earlier been scurrying around trying to find parking at Hyde Street Pier.

He says there are "big plans" for *Malt's Mermaid III*, though he wasn't at liberty to discuss them — nor would he venture any hints as to his next project, due in 2005 if he keeps to his triennial schedule. He did note that he plans to keep going "as long as my heart is beating. This is not my last voyage — 63 years old is too young to retire."

Official activities planned during his 10-day stay in the Bay Area included several formal receptions, a meeting with Mayor Willie Brown and a trip to a cemetery in Colma to pay his respects to former Mayor George Christopher.

For more on Ken-ichi's life and voyages, log onto www.malts-mermaid3.com.



TEAM DENNIS CONNER

some cracks when it went down, so we're kind of confused on whether (the cracks were caused) by the pressure of the wa-

the seahorse whisperers

If rust never sleeps, serendipity barely even blinks.

Jerry Gracier and Suzi Austin were refitting their Ericson 32 in the Napa Valley Marina three years ago when a 56-ft LOA ketch arrived from the Pacific Northwest. It was *Seahorse*, a steel boat that had been designed and built by Kerr Robinson in 1972 in Sausalito. Because of health problems, then-owners Chuck and Jan Leavitt were putting her up for sale.

"As soon as Suzi and I saw the 'for sale' sign on her we started thinking bigger is better, steel is better — and all the rest of it — for cruising to Mexico and beyond with a family," recalls Jerry, a retired contractor. (Suzi is part owner of Mariner's Choice, a marine canvas business in Napa.) A few months later, they struck a deal and on January 18, 2001, Jerry and Suzi became the third owners of *Seahorse*. As with any move up, buying the boat was the easiest part.

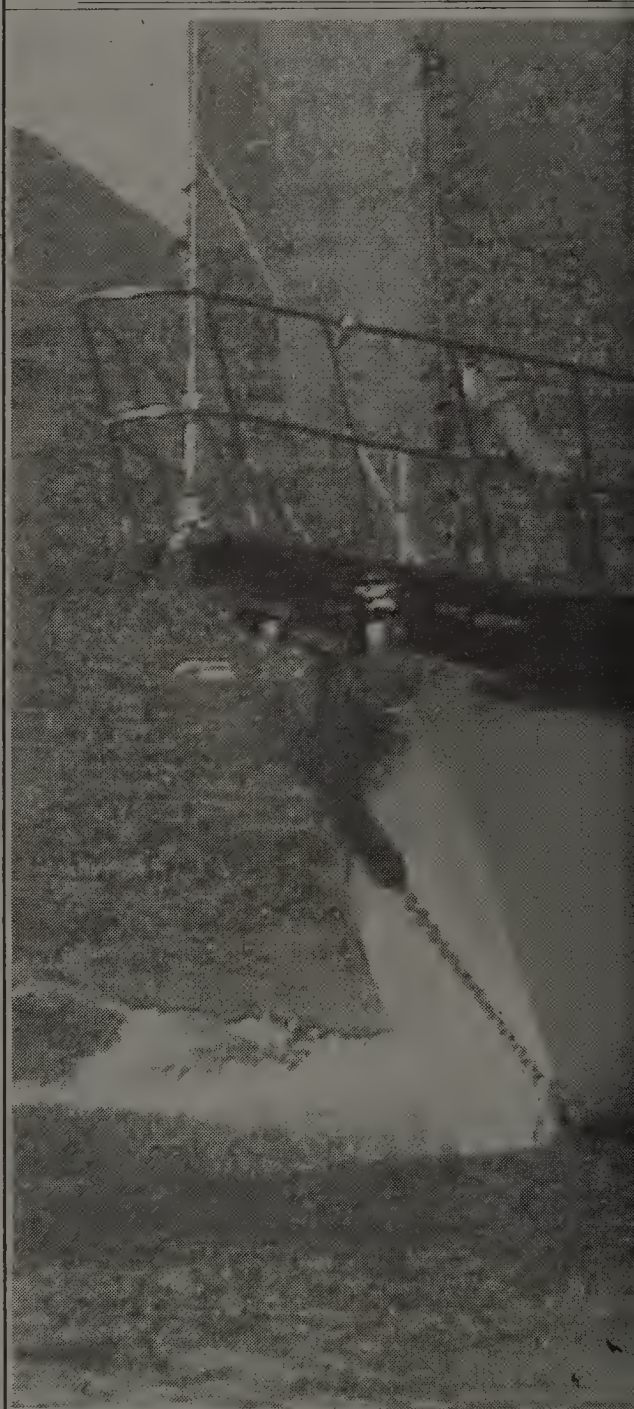
For beginners, they'd found photos in Chuck's file showing the dark blue boat with a white hull and blue cove stripe. They felt the latter gave her more of a 'Caribbean' look, so while she was still on the hard, they completely repainted her.

"Next we ripped out the old diesel stove and radiant heating system," says Jerry. "Then the old refrigeration system, galley cabinets, and all the plumbing and electrical. People at the marina thought we were dismantling her completely!" In went a new propane system for the Broadwater stove, a Paloma tankless water heater and a Dickenson Newport heater. Then a refrigeration system "that would put your home refrigerator to shame," says Jerry. "Glacier Bay helped us with that."

Then came the new cabinets with zebra wood countertops, a 5.5-Kw 'Next Generation' Gen-Set, a Village Marine 40-gallon-per-hour watermaker, a new Raymarine Pathfinder radar/GPS, an ICOM 710 SSB with a Pactor II modem, and finally, a Max-Air, high-pressure compressor to fill scuba tanks. "All of us, including Justin, our 14-year-old, are dive freaks," notes Suzi. In fact, the couple also own a dive operation in Belize called Paradise Down Scuba. "We'll be letting your readers know the best dive sites in the Sea of Cortez and the Caribbean," she adds.

Seahorse finally splashed down again on January 16 of this year. After a few final finishing touches, Jerry and Suzi took her down the

continued on outside column of next sightings page



77 sinks — cont'd

ter in the bow or whether it touched the bottom," said Bill Trenkle, *Team Dennis Conner's* boat manager, and 77's headsail trimmer. Nothing about the rudder failure itself had been released at presstime.

Conner was taking part in a sponsorship fulfillment event when the accident occurred. He proceeded immediately to the site to monitor the recovery.

The official word is that the sinking will have minimal effect on the team's plans. Both *USA 77* and 66 will be shipped to Auckland in early August. Repairs to 77 will be made there, and both boats will be sailing again by September.

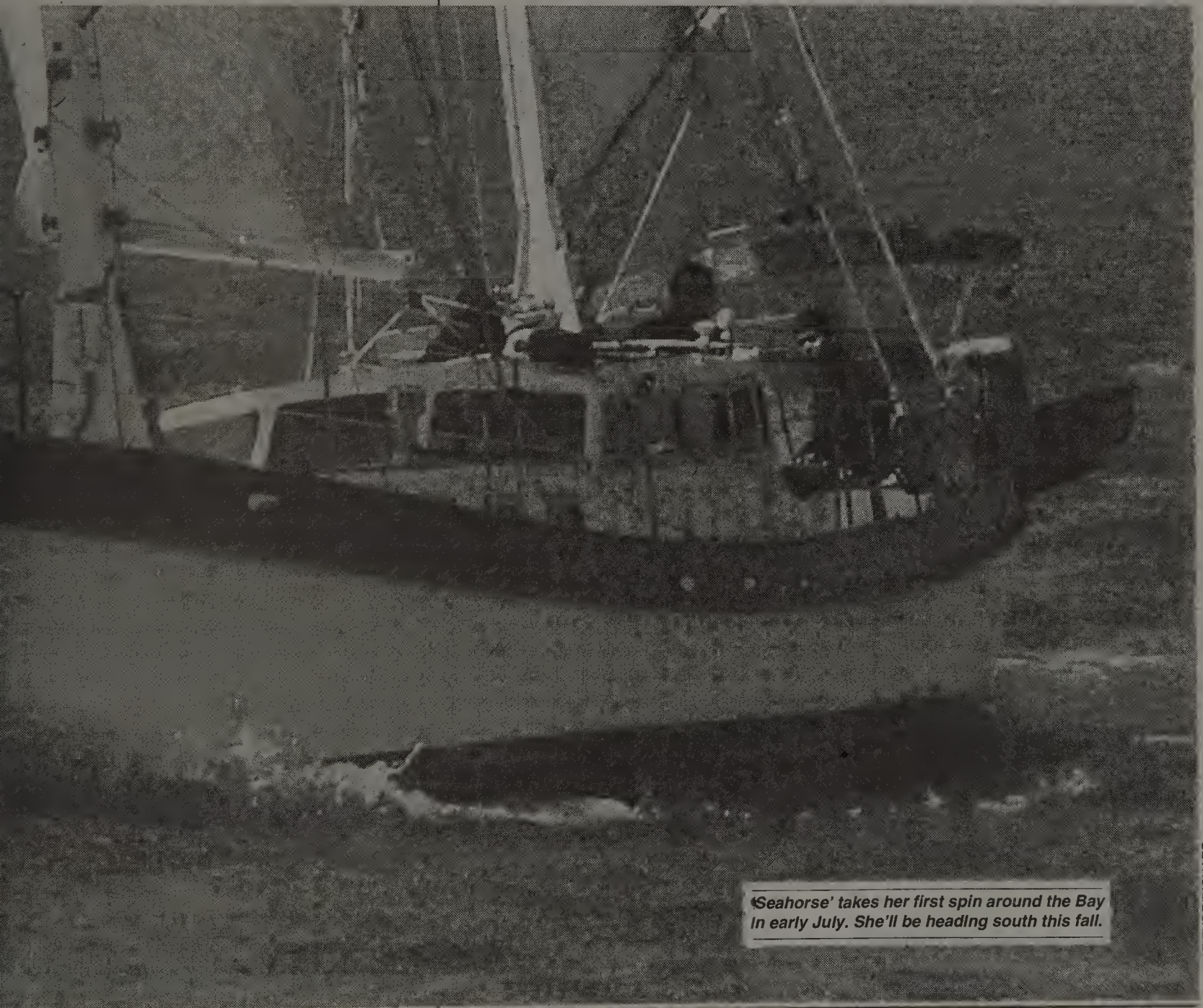
"Small setbacks like this are the cost of progress in a high profile event like the America's Cup," said Conner.

seahorse — cont'd

river for a trial run a couple of weeks before returning her to the Bay. The Fourth of July weekend — during which the photo on these pages was taken — was "her first day of freedom in approximately three years," says Jerry. "We raised all her sails and we were pleasantly surprised that a 22-ton boat could do 8.5 knots."

On the way back to their slip at Napa Valley Marina on the 7th, they had just raised the sails in Raccoon Strait when they realized the hydraulic steering in the cockpit had failed. "Oops! After all the other work, we'd never bothered to check the fluid in the steering," laughs Jerry. Fortunately, the auxiliary steering station in the pilothouse was on a different 'circuit'. "So everybody got to enjoy the beautiful weather sailing back to Napa except me, who was stuck in the pilothouse all the way back."

Jerry, Suzi and Justin hope to be in San Diego by September and possibly join the *Baja Ha-Ha* fleet as the springboard for their long-term cruise for the first jump south. In the meantime, you're likely to spot *Seahorse* out 'galloping' around the Bay as she and the Gracier/Austin family get used to each other.



'Seahorse' takes her first spin around the Bay in early July. She'll be heading south this fall.

LATITUDE/RICHARD

SIGHTINGS

pacific cup yacht *mimos* abandoned

When it rains, it pours. That was the basic scenario behind the abandonment of *Mimos*, an Ericson 41, during last month's West Marine Pacific Cup.

Owners Nicholas Winssinger and Sofia Barluenga had owned the vintage Ericson (hull #44, launched in 1971) for a little over a year. They sailed often from their San Diego homeport, and had done a few ocean races including this year's Ensenada Race. For the last six months, they and friends/crew Romas Kudirka and Tom Bulter had spent every weekend, holiday and spare minute preparing the boat for the Pacific Cup. This included the construction, mounting and testing of an emergency rudder, as required by Pacific Cup rules.

One area Nicholas says he wasn't too worried about was the rudder that was on the boat. Ericson 41s apparently did have a reputation in their day for breaking rudders, so three years ago, the previous owner had had a completely new rudder professionally made and installed in Newport Beach. When the boat came out of the water for a survey just prior to coming to San Francisco for the start of the race, the rudder — indeed the whole boat — was pronounced sound and ready to go.

continued on outside column of next sightings page

tallship *californian*

After 18 years, some 150,000 cadets and more than half a million miles, the state tallship *Californian* changed ownership last month. The proud new owners are the San Diego Maritime Museum, just down the coast from *Californian's* creators and former owners, the Nautical Heritage Society of Dana Point.

The 145-ft topsail schooner was the vision of Steve Christman, who also founded the Nautical Heritage Society in 1980. She was conceived as a sort of grand extension of a Sea Scout program that was a formative part of his youth. Modeled after the 1847 revenue cutter *C.W. Lawrence* and launched in San Diego in 1984, *Californian's* main mission has been to teach the same sailing and self-sufficiency skills that Christman so



changes hands

mimos — cont'd

valued. She also traveled extensively, visiting ports all up and down the west coast, as well as Hawaii, Canada, Mexico, and the Eastern Seaboard, and appearing at such events as the America's Cup, the Olympics and Operation Sail in New York.

After nearly 20 years, Christman and his wife Julia — "Without her, there never would have been a *Californian*" — decided it was time to pass the reigns on to new blood.

Several groups expressed interest when the ship went up for sale earlier this year — in particular a group in Louisiana. Initially, the San Diego Maritime Museum was not one of these. Then a fairly new member impressed with the museum and its various programs ap-

continued middle of next sightings page



After months of hard work to prepare for the Pacific Cup, 'Mimos' looked beautiful and well-prepared at her July 8 start.

LATITUDE/ROB

Mimos took off for Hawaii in the last of three starts on Monday, July 8. Two days and about 400 miles out, Winssinger was at the helm when the steering began feeling sloppy. At the time, the boat was reaching at about 8.5-9 knots through 6 to 8-ft swells in about 25 knots of wind. Being still relatively close to the coast, the decision was made to turn around and return to Southern California — in this case, Newport Harbor seemed like the most logical destination. However, a short time after they set a course for home, the steering failed completely. The quadrant and steering linkage seemed okay, so the failure was somewhere below the waterline. Winssinger never felt the boat hit anything before the failure, although wave action was slapping her around a good bit. He also thinks the rudder remained attached to the boat, although it was impossible to confirm that in the conditions.

The *Mimos* crew broke out their emergency rudder and rigged it (in this case, via pintles on the pulpit railing, stern rail and transom). "In flat water in San Diego, it worked great," notes Winssinger. But in windy, bouncy conditions in the ocean, it started coming apart in about six hours. The crew dismantled the galley table and used pieces to 'splint' the rudder, which lasted about another six hours. They tried another repair but the battery pack in the cordless drill wore down, and their inverter had failed so they couldn't recharge it. Winssinger and crew then tried various schemes with their spinnaker pole and dragging varying amounts of rope or sails — but the situation (along with the weather) was deteriorating. The stiff breeze and waves regularly threw the boat into violent jibes and it was almost impossible to get her to come back, stay on track, or even heave to. The engine ran, but no combination of tactics could keep the boat on track under power, either.

Winssinger had kept the Coast Guard appraised of

continued on outside column of next sightings page

other pac cup dnfs

Alakazam — Trouble started early for this Washington-based J/29: the starboard D1 pulled out of the deck shortly after leaving the Gate. They fixed that, but unspecified rudder problems later caused them to stop racing a bit past the halfway point. After many communications, they arranged to rendezvous with the east-bound Matson container ship *Lurline*, which dropped off a replacement rudder, food, water and diesel fuel. They were due in Kaneohe Bay on July 29, where a well-deserved *aloha* welcome was planned.

Gaia — The time limit expired before this Bay-based Tayana 37 made it to Hawaii. The Vic-Maui extended their time limit four days this year due to the slow going. Can't the Fun Race do the same?

Little O — A host of small problems aboard this Bay-based Olson 30 started snowballing: both GPSs went out, the laptop got wet, the autopilot failed and the mainsheet block pulled out of the boom. Then one of the crew fell and thought he cracked a rib. About 300 miles out, skipper Roger Groh decided to turn back. "We'll be back in '04," he said.

M-Project — This Newport Beach-based J/N 50 was about 500 miles out when their brand new rudder failed, followed soon after by their emergency rudder. They were eventually able to rig another emergency rudder setup and motor back to Ventura.

Shenanigans — This Bay-based C&C 36 (the boat we picked to win this class in our Pac Cup Preview, incidentally) was running second in Division A after four days when they noticed the port fresh water tank was empty. And hey, whaddya know, so was the starboard one. All the water had inexplicably leaked into the bilge. With 38 litres of fluid left for four guys, "It was a no-brainer to turn back," says owner Mike Maloney. It took six days to return to Berkeley, and to add insult to injury, they sailed through a gale on the way back.

There were also five boats that Did Not Start for various reasons. The most unusual of these was Timm Lessley's Cal 40 *Victoria*, which dismasted before it even left the yard! Seems that when the word was passed to "Pull the pins" so the mast could be removed and inspected — meaning the cotter pins at each turnbuckle clevis — someone pulled the wrong pins. The rig came crashing down on a neighboring sailboat. No one was injured in the accident.

SIGHTINGS

mimos — cont'd

Mimos's situation regularly over the SSB from the time they had first turned around. Now, some 30 hours later, when the Coasties radioed that a ship was within 100 miles of *Mimos* and asked if they wanted to get off the disabled yacht, Winssinger made the gut-wrenching decision to abandon the boat. "We were all cold, tired and wet. No one had slept because it was impossible with the motion. My biggest fear was if someone fell overboard. We were all in harnesses all the time, but if someone had fallen off the boat and gotten separated, I don't know if we could have gone after them. At the 2 to 3 knots we were barely making, this was the situation we had to look forward to for the next week or 10 days."

A few hours later, at about 4 a.m., the 600-ft container ship *Rickmer Hamburg* loomed out of the darkness — her foam-shrouded bow bulb bursting clear of the waves then plunging back in an explosion of spray.

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californian

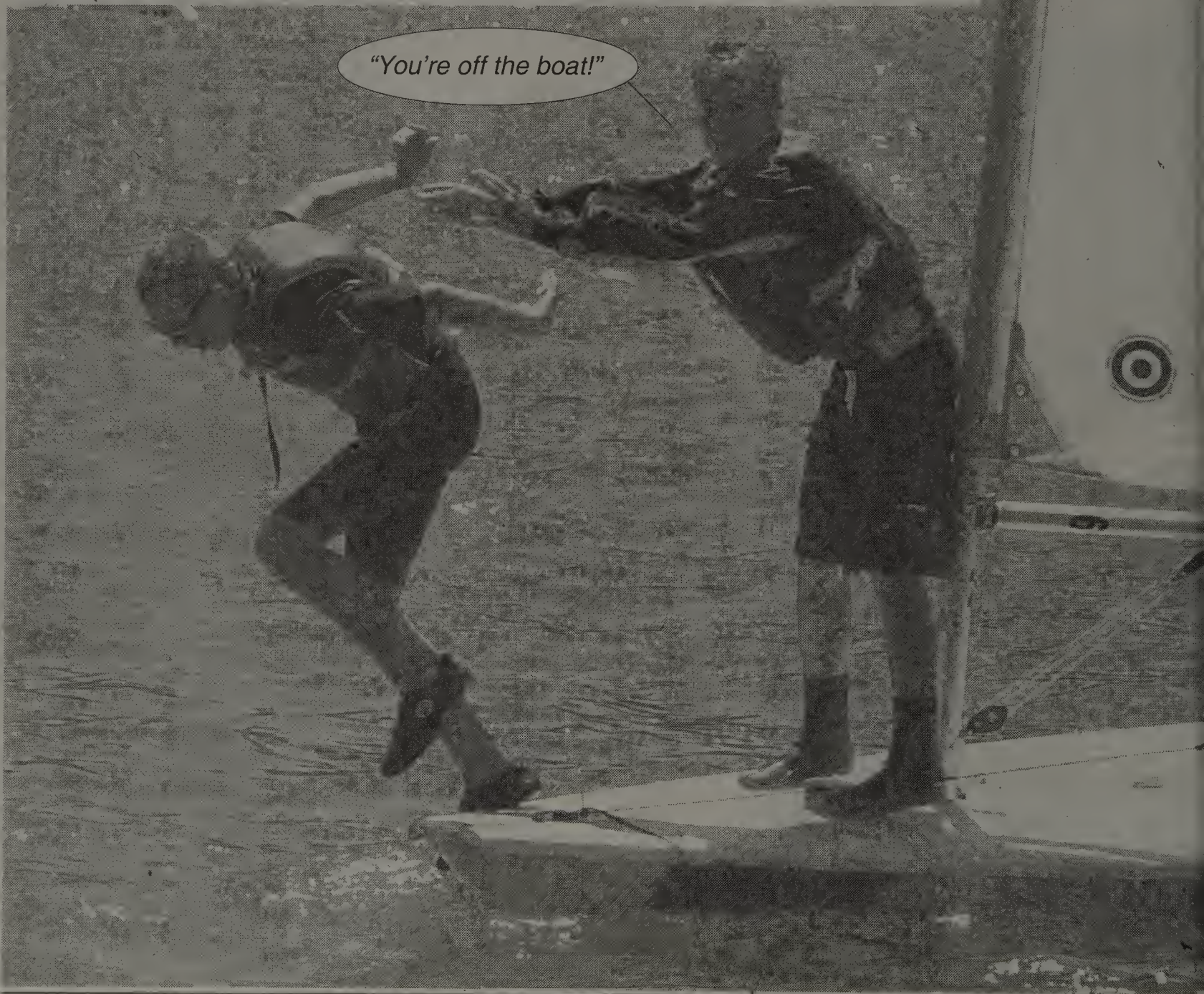
proached them with the offer to purchase the ship on behalf of the Hughes and Sheila Potiker Family Foundation of San Diego. (Although details of the transaction are not being released, *Californian* was recently appraised at \$1.4 million.) Her donation constitutes the largest gift in the museum's 75-year history.

The ship officially joined the San Diego Museum's impressive classic fleet — which includes the spectacular 205-ft bark *Star of India* — on June 28.

Californian will retain her Official State Tallship status, but we probably won't be seeing as much of her in the Bay Area as

new america's cup junior training program gets underway

"You're off the boat!"



— cont'd

before — at least in the near future. She is presently undergoing a refit and a few changes, while ashore, old programs are being enhanced and new ones proposed. These include science-based experiences for elementary school children as well as programs for 'at risk' youth. "This represents a huge step," says Raymond Ashley, Executive Director of the Museum. "Having the *Californian* provides us with capabilities, as an educational institution that we thought were years away."

"It's a very positive thing all the way around," says Christman, who is writing a book about his years with the ship.

This photo is actually one of a series taken of a recent Sausalito YC Junior sailing program session. The kids depicted here were just clowning around like kids do. But when someone suggested this caption, we couldn't resist.



LATITUDE/ROB

mimos — cont'd

Winssinger says the Croation Captain did a masterful job of pulling the ship alongside the disabled sailboat. Lines and a rope ladder were thrown and the *Mimos* crew scrambled to safety with their worst injury being a chipped tooth. They rode with the ship — which was on the last day of its maiden voyage (from Shanghai) — to the Port of L.A.

Once ashore, Winssinger immediately tried to arrange the recovery of *Mimos*. But at this writing, it didn't look too promising. The first commercial salvor he called wanted \$15,000 before they left the dock, with no guarantees that they would even find the boat. He was still in talks with the insurance company, although they didn't seem eager to undertake an expensive and iffy search, either. *Mimos* did have an EPIRB aboard, but the Coast Guard specifically instructed Winssinger not to activate it as a beacon because of the confusion it might cause.

If recovery attempts don't pan out, it doesn't necessarily mean Winssinger and Barluenga will never see *Mimos* again. As has been chronicled on these pages many times over the years, abandoned boats that stay afloat always come ashore somewhere sooner or later. Most of those adrift in the Pacific start heading southwest, fetching up on a south seas island within a year or so.

Winssinger promised to let us know of any further developments in the recovery effort. Until then, he gives special thanks to the Coast Guard, the captain and crew of *Rickmer Hamburg*, and the Pacific Cup communications yacht *Cayenne*, which helped relay radio messages.

baha ha-ha entries rolling in

Entries are starting to arrive at Ha-Ha Central at the rate of about one a day, reports head honchette Lauren Spiridder. "As of mid-July, we've sent out about 150 entry packets and received a total of 36 paid

6) <i>Wings</i>	Capricorn 48	Davenport Browne III	Jupiter, FL
7) <i>Sara Anne II</i>	Liton Trawler 41	Don Mitchell	Sunnyvale
8) <i>Unknown Soldier</i>	Oal 39	Doug & Josette Schmer	El Dorado Hills
9) <i>Tout Suite</i>	Beneteau First 40.7	Tim & Laurie Merrill	Vallejo
10) <i>Pacific Jade</i>	Hardin 40	Michael Clark	Ventura
11) <i>Tamara Lee Ann</i>	Celestial 48	Doug & Tamara Thorne	San Francisco
12) <i>Gato Loco</i>	Seawind 1000 Cat	Lowell McCulley	Phoenix
13) <i>Pure Chance</i>	Brewer 37 Cutter	Scot T. Hufford	Rmch. Cucamonga
14) <i>Mykonos</i>	Swan 44 MKII	Myron/Marina Eisenzimmer	San Francisco
15) <i>Sonsie</i>	Southern Cross 39	Douglas W. Sterrett	Eugene, OR
16) <i>Antipodes</i>	Wauq. Centurion 47	Mick & Chris Brown	Reno
17) <i>Sumatra</i>	Trintella 53	Jerry Morgan	San Francisco
18) <i>Ti Amo</i>	Oyster 485	Carl Mischka	Newport Beach
19) <i>Tavana</i>	Lapworth 53	Greg Beaume	Long Beach
20) <i>Apsara</i>	Tartan 3700	Rae Lyn Burke	Sausalito
21) <i>Katie Rose</i>	Cape Dory 330	Robert & Judith Zernore	Bellingham
22) <i>Tomboy</i>	Swan 44 MKII	Thomas J. Friel, Jr.	San Francisco
23) <i>Evolution</i>	Paine 20 Meter	Alan Gross	Elfin Cove, AK
24) <i>Geronimo</i>	Lancer 30	Michael Campbell	Sausalito
25) <i>Carpe Diem</i>	Davis Trawler	Johnson & McMillin	Ventura
26) <i>Vanadis</i>	Wasa 38	Terry Anderson	Tacoma
27) <i>Kolo</i>	Kettenburg 32	Kevin & Kathleen Brown	San Diego
28) <i>Klanoki</i>	Cross 36	Klaus Brien & Cary Vaughn	Rio Vista
29) <i>Alaya</i>	Westail 32	Vince Moore & Jan Dahl	Oak Harbor
30) <i>Wavy</i>	K Hughes 40 Cat	Michael Wright	Pt. San Pedro
31) <i>Freedom</i>	Catalina 36	F. Murphy & R. Plouffe	San Francisco
32) <i>Journey</i>	Beneteau Evasion 37	Ed Lord & Kathy Babcock	Redwood City
33) <i>Scottish Mist</i>	Westail 42	Bob & Dorene Hauff	San Francisco
34) <i>Sobre El Mar</i>	Defever 55 Trawler	Mick & Cindy Schachter	Long Beach
35) <i>Mariposa</i>	Vallant 40	Richard DeLateur	San Francisco
36) <i>Brisa</i>	Ranger 29	Ethan Ackerman	Ventura

entries." (The first five were noted last month. The new ones appear above.)

For those of you just entering the loop, the Baja Ha-Ha Cruisers

continued on outside column of next sightings page

SIGHTINGS

baja ha-ha — cont'd

Rally — now in its ninth running — starts on October 28-29 off San Diego and proceeds to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. It is open to all crewed boats 27 feet or over that were designed and built for open-ocean sailing. On a typical year, more than 100 boats and 400 folks participate.

Entry packets can be obtained by sending a check for \$15 to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. Please include a stamped (with \$1.65 worth of postage), self-addressed envelope. Don't try to call, because there are no phones. Don't send anything Express Mail, because they don't believe in that, either. What they do believe is that if you decide to go, the \$249 entry fee is about the biggest bargain in sailing considering all the goodies you get. Entry deadline is September 10, so don't delay. Get your entry packet now!

hot town,

If this is global warming, bring it on! We can't remember a summer when sailing on San Francisco Bay has been so fabulous. We've even been out a few times when it was warm and windy — at the same time! We did the San Francisco YC's Midnight Moonlight Marathon, which was so incredibly warm we were in shorts until after midnight. And on the last weekend of June, it was so hot that when we sailed through Clipper Cove, there were folks swimming off the back of their boat. "This was the first day in years when we've



summer in the city

been on the hook in the Cove when it's been nice enough to even think about taking the plunge," said Greg Sherwood, aka 'the big guy'. Others taking the plunge were Nicole Marinkovich, 'the bikini clad young thing', and Jeff Smith, the 'not so big guy'. The folks on the right are Cathy Sherwood, with the *Latitude 38* tank top, and Erin Sherwood, the young lady looking embarrassed at the stupid antics of the 'adults'. What great folks — particularly Greg and Jeff, who actually jumped in twice so we could get this shot.



LATITUDE/RICHARD

john burns benefit

When the 55-ft Herreshoff schooner *Brigadoon* needed a complete restoration in 1996, he was there to do the job. When the historic sloop *Freda* needed to be rebuilt, he supervised the project. When the Maritime Museum needed a master shipwright for the renovation of the tall ship *Balclutha*, he tackled the job. He also rebuilt the Sausalito-based classic schooner *Maramel* for a North Pacific circumnavigation, and rebuilt and repowered the historic tugboat *Mirene*. Since he arrived in the Bay Area in 1988, Sausalito master shipwright John Burns has probably been responsible for keeping more irreplaceable traditional boats afloat than anyone on the Sausalito waterfront.

Now it's Burns himself that needs the help.

Last May, after a troublesome infection wouldn't heal, the 42-year-old Burns reluctantly went to the hospital. It was only then that he was diagnosed with Acute Myeloid Leukemia. The timing could have hardly been worse. He had only recently recovered from back-to-back knee surgeries, his graphic artist wife Mary had been laid off from her job (a casualty of the dot.com bust), and they were still nursing a six-month old son.

John was immediately put into a first round of chemotherapy, and he will be recovering from a second round when this issue goes to press. Another round is scheduled in the fall, to be followed by a bone marrow transplant. For Burns, the fight is on. He knows that if he puts in as much effort into his treatment as he did keeping wooden boats alive, he will have a fighting chance to recover.

Appreciating the craftsmanship — and craftsman — that helped restore their boats, his many friends and clients have mobilized to hold a benefit for the Burns family. They have also formed the 'Count On Me Club,' whose members will make regular monthly contributions to a bank account to help Burns and his family meet expenses during what may be a long year of recovery.

A Burns Family Benefit will be held Sunday, September 8, at the Tiburon YC's beautiful new facility in Paradise Cay. An entry fee of \$25 will get you a raffle ticket, live music and the opportunity to listen to a variety of speakers from the maritime community, including Master Mariner Terry Klaus, Marin County Supervisor Annette Rose, Master Boatbuilder Bob Darr, Captain Harold Sommers and a host of others. In between the speakers, music, food and no-host bar, local schooner captain, sailing instructor and master mariner Alan Olson will help conduct an auction, the proceeds of which will also go to the Burns Family Fund. Among the prizes at the auction and raffle will be charters on several yachts (including *Hawaiian Chieftain*), custom jewelry, fine wines, and a custom wooden table handmade by John Burns himself.

Though the event is for a serious cause, coordinator John Donovan promises it will be a fun affair. "It will be a reflection of Burns's positive attitude," says Donovan, "which will help pull him through."

So for all those who appreciate someone who has given many years of dedicated work to the San Francisco Bay waterfront — and through the Arques School of Wooden Boatbuilding has been a dedicated advocate of keeping traditional boatbuilding skills alive with the next generation — here is the chance to show your support. A nicer and more deserving guy than John Burns would be hard to find, and a better reason to help would be hard to imagine.

— john d. skoriak



John Burns.

JOHN SKORIAK

SIGHTINGS

mexico-only crew list

We're barely over peeling the first sunburn off our bods and here it is, Mexico Crew List time again. Can you believe it? If you got out of the stock market when the getting was good, bought a boat and never have to work again, we can help you get crew. If you stayed in the market too long and lost the house, Beemer and boat, don't worry, we can help

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ Sea of Cortez Sail Week (April)
- 4) ☐ For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29.
- 5) ☐ Return trip up Baja
- 6) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Some, mostly Bay sailing
- 3) ☐ Moderate, some ocean cruising or racing
- 4) ☐ Lots: a) extensive sailing; b) extensive cruising; c) foreign cruising

I CAN OFFER:

- 1) ☐ Few skills, I am a novice sailor
- 2) ☐ Skills of a normal hand: watch standing, reefing, changing sails
- 3) ☐ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': a) I have cruised Mexico before; b) I speak passable Spanish
- 6) ☐ Companionship

Mail completed form and \$5 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by September 15, 2002.

you get a ride on someone else's boat.

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact num-

continued on outside column of next sightings page

kitesurfer

With more than the usual number of man overboard situations being reported in the press — and at least one incident where a number of boats sailed right past



Kitesailor Nils Stolzlechner on the job.

a man in the water — it's good to know some sailors still practice good seamanship and are helping out fellow humans in need.

One of the latest examples occurred in early July just before the 6 p.m. start of the Folkboat Wednesday Night Series. Bill Madison and the crew on *USA 76* became aware of a kitesurfer in the middle of the Bay who was clearly not in control of his rig. Upon approaching, they realized that the fellow had no lifejacket, but wore a wetsuit. He seemed to be having problems with his kite and was headed either for Alcatraz or a tedious swim back to shore without his equipment.

According to Madison, the fellow indicated he wanted a ride in. That's when the hassle started. "I would like to say that we were able to pick him up with one pass, but it took several tries before we got it right," says Bill. "Every time we came close, we had too much speed for a reasonably safe pickup." Bill Bain, one of Madison's crew, raised the Coast Guard on the VHF. They said they would send an RIB to assist. While they waited, 76 took a few more passes while the rest of their fleet started racing. "We heard the gun, but no one on board said anything about the missed start," said Madison.

They finally got things figured out and pulled Nils Stolzlechner out of the drink. Austrian by birth (and, as it turns out, a friend of my old college roommate — what a small world!), Nils is now a U.S. citizen who manages food and beverage business at the St. Francis Hotel. He has a propensity for leisure activities that hold at least a slight promise of fatality. "I love the pain," is his guiding principle when

rescue

picking a sport. He was a World Cup ski jumper for the US National Team during the '80s, and loves the cutting edge of extreme surfing. He even won a windsurfing European championship on Lake Garda a few years ago. He has surfed Crissy Field since 1987 and was introduced to kitesurfing last year by Robby Naish, no less.

Nils is the first to admit that in kitesurfing, the margin for error is slim. Especially when the kite goes behind your back or when lines get tangled, as was the case that evening. "Over the years I've had to hitch quite a few rides," he cheerfully admitted. He has also seen many boats blatantly ignoring a person in the water.

"It's inconceivable to me how boaters could pass someone in the water without even making an attempt to find out whether this person needs help," he says. He went on to explain that the fraternity of kitesurfers established a beach watch to make sure all the 'dudes' get back safely at the end of the day, especially when the wind drops below operating strength or the tide is ebbing.

Back to Wednesday evening. While others were circling the course, *US 76* plus Nils were sailing downwind, chasing the drifting kite. Once they caught up, he jumped overboard to wrestle the thing into submission. Bill and his mates, who were getting the hang of MOB recovery by then, quickly plucked the surfer and his kite from the drink and sailed back to the St. Francis where they dropped him off in good spirits.

All's well that ends well, but there is no such tale without a few lessons learned:

- Madison got a YMP (yacht materially prejudiced) redress for the rescue effort, calculated at 3 points, which reflected the boat's average Wednesday night finishes through the year to date.

- After his own troubles, Madison encourages everyone to practice MOB maneuvers when the breeze is on. Getting someone into the cockpit is especially tricky. If you don't have a swim ladder, rig a line with one end made fast to a stern cleat and the other around a jib winch. Adjust it so the person in the water can use it as a 'step'. If needed, the crew can even crank on the line to assist him or her coming aboard.

- From now on, Nils says he will carry a waterproof VHF and wear a special, small PFD that won't hinder movement — but will provide positive flotation if something goes awry.

— dieter loibner

mexico crew list — cont'd

ber and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

- 1) _____ For the trip down
- 2) _____ While in Mexico
- 3) _____ Sea of Cortez Sail Week (April)
- 4) _____ For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29.
- 5) _____ Return trip up Baja
- 6) _____ Other _____

MY EXPERIENCE IS:

- 1) _____ Bay
- 2) _____ Ocean
- 3) _____ Foreign Cruising

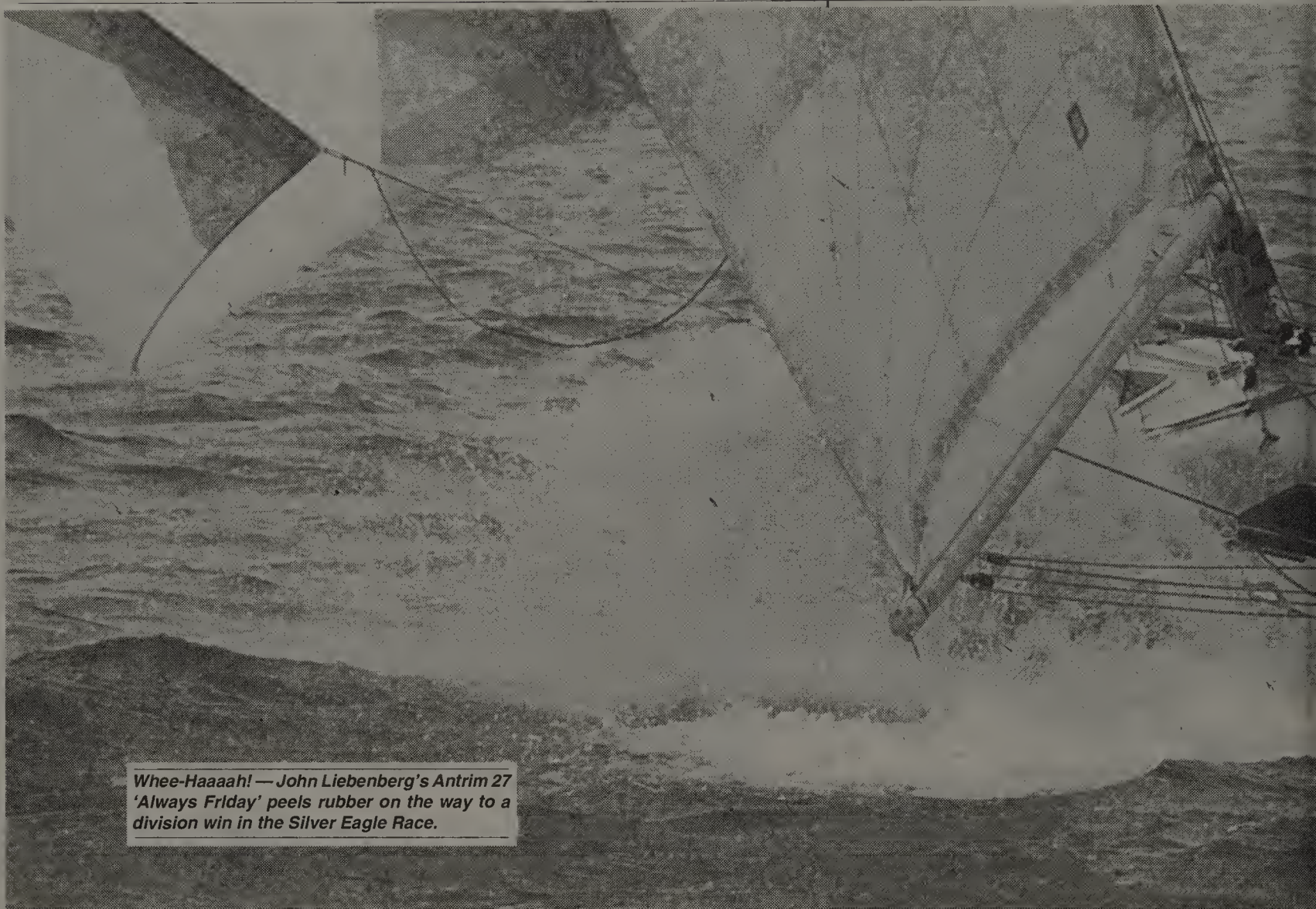
I AM LOOKING FOR:

- 1) _____ Enthusiasm — experience is not all that important
- 2) _____ Moderately experienced sailor to share normal crew responsibilities
- 3) _____ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) _____ Cooking, provisioning or other food-related skills
- 5) _____ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) _____ Someone to help me bring the boat back up the coast
- 7) _____ Someone to help me trailer boat back up/down the coast
- 8) _____ Someone who might stick around if I decide to keep going beyond Mexico
- 9) _____ Other _____

Mail completed form and \$1 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by September 15, 2002.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole

continued on outside column of next sightings page



Whee-Haaaah! — John Liebenberg's Antrim 27 'Always Friday' peels rubber on the way to a division win in the Silver Eagle Race.

crew list — cont'd

other can of worms. So, for the record, the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) We must receive all Crew List forms by September 15. That doesn't mean 'postmarked by.' It means in our sweaty little palms. No exceptions.

2) All forms must be accompanied by the appropriate fee. For crew looking for boats, that's \$5 apiece. For boat owners — who we figure spend enough money putting the boat together — that's \$1. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of all. In this case, being honest

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cat harbor

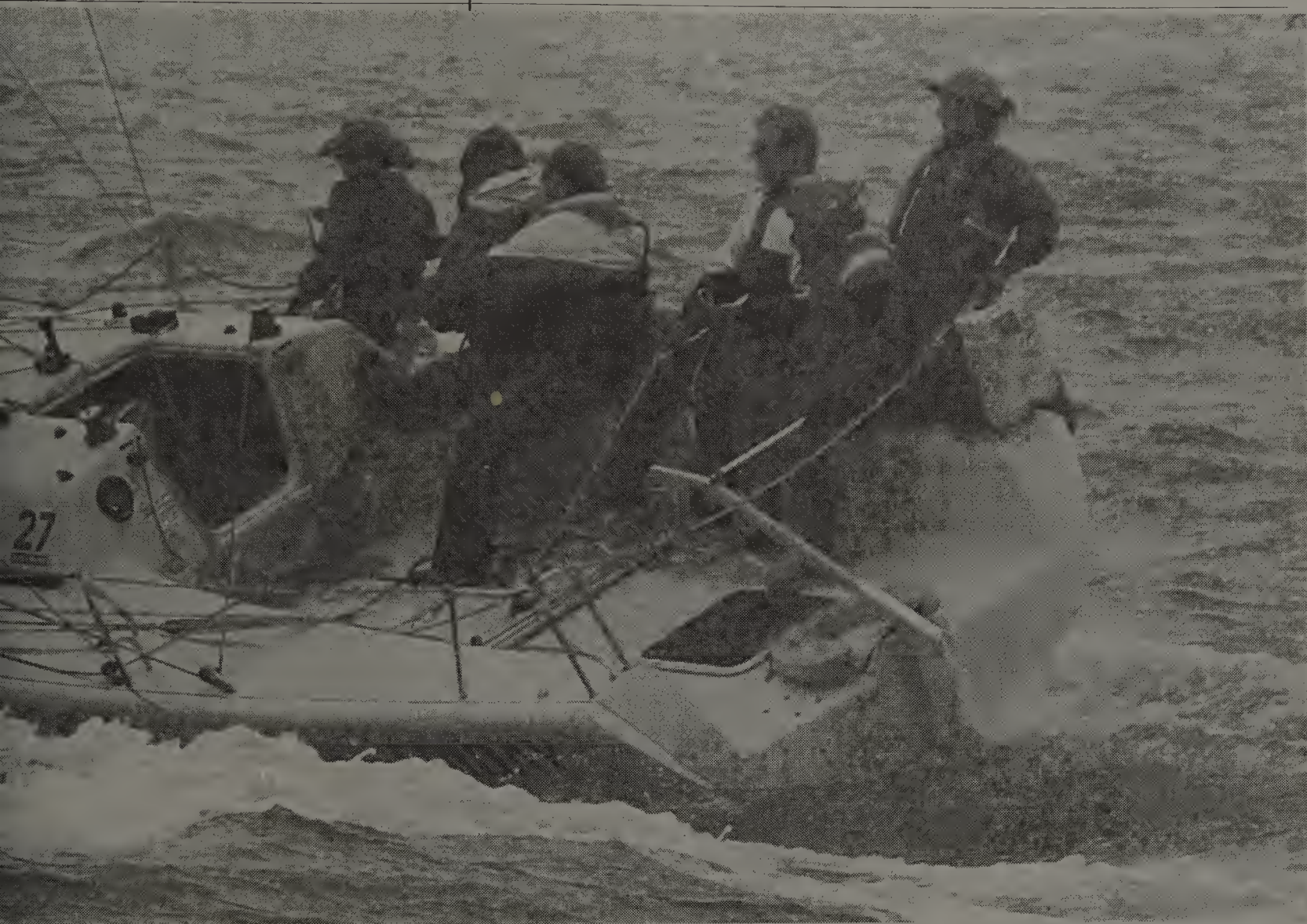
Move over, Piltdown Man.

Back in June, we were in Catalina's Cat Harbor when an exciting anthropological discovery was made. It was an ancient monolith (right), thought at the time to pay homage to the wind god, Santana.

The more we looked at it, however, the more it appeared to be part of the keel for a small fiberglass boat — especially since the 'ancient script' on the inside looked suspiciously like an irregular mixture of epoxy, lead chunks, and junk. Back in the old days, second-tier boatbuilders used to sweep up the shop floor, mix it with epoxy, and use it as 'filler' in the keel.

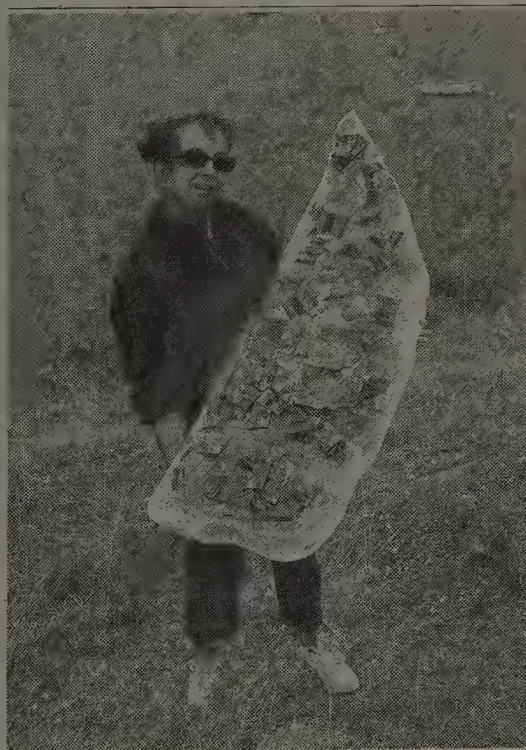
But if that were so, what was it doing so far up the bluff?

All was revealed after we ran the photo in *'Lectronic Latitude*. An astute reader informed us the piece was among the last remains of a Columbia 29 that had washed up during a storm years ago. In the ensuing years, kids used it to slide down hills in Cat Harbor.



LATITUDE/JR

anthropology



LATITUDE/RICHARD

crew list — cont'd

means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skippers preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, some months or even years after the Crew List is published.

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — guys *and* women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways, seminars and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a

continued on outside column of next sightings page

SIGHTINGS

mexico crew list — cont'd

rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes the Rolling Stones, Madonna, Jimmy Buffet and those bad boys of cruising, Aerosmith. We haven't actually asked any of them yet, but what could possibly go wrong?

This year's party will be held at the Encinal YC on Wednesday, October 9. If you haven't lined up a boat or crew by then, come on by for a last chance at the party itself. (Everyone wears color-coded nametags, so spotting crew or boat owners is easy). If you have a boat/crew spot, plan on coming by anyway for an enjoyable evening with like-minded people heading south.

We'll have more on the Crew List/Ha-Ha party in upcoming issues, and will rerun the Crew List forms in the next issue. But why wait? Why not clip and send yours in right now?

short sightings

SAUSALITO — Hearing that stripers were biting like rabid dogs, a local fisherman motored into the Sausalito fuel dock one weekend last month to top off his fuel tanks. Apparently so preoccupied with the day ahead, instead of putting the gas nozzle into the fuel filler hole, he slipped it into a nearby rod holder and began pumping. Not only did the gas start filling the back of the boat, it eventually tripped the automatic bilge pump, which dutifully pumped the raw gas into the harbor. The hapless boater was eventually arrested and faces up to \$10,000 in fines — not to mention the \$2.50 per gallon for all the spilt gas.

MARIN COUNTY — In bad news for jet skiers, in mid-July a state appeals court upheld a ban on Personal Water Craft from county waterways. This would reinstate a 1999 ordinance that a superior court judge struck down in September of 2000 as being "too vague to be enforceable" because it didn't define the boundaries between county waters and those in other jurisdictions. (The ban applied only to waterways under county jurisdiction, and not to those controlled by towns and cities within the county or the National Park Service.)

In the most recent ruling, a Court of Appeals said maps, landmarks and other information do define these boundaries with reasonable certainty. Barring another appeal, the ban could be reinstated within 60 days, which means mid-September.

OVER THERE — One of the ways soldiers and sailors in Operation Enduring Freedom relieved the stress/boredom of being at sea for months at a time was to hit golf balls. In this case, environmentally-friendly golf balls supplied by the Eco Golf Company of Indianapolis. "It's a small way to say thanks to our men and women of the armed forces," says Eco Golf President Todd Baker. Eco Golf's 'Golf At Sea' program — at no cost to the Navy — supplied balls to the carriers *USS Bonhomme Richard*, *USS Wasp* and several other ships whose sailors have enjoyed teeing off into the sea or at floating targets. Hitting golf balls into the sea was a common practice prior to the MARPOL V regulations in 1991 that prohibit plastic to be disposed of in any ocean of the world. The Eco Golf balls are not only not made of plastic, they actually dissolve into fish food within hours. (The company also makes tees out of corn.) Several major cruise lines also use the balls on 'driving ranges' aboard their ships. You golf and sailing addicts out there will want to know that Eco balls have about 75% of the flight distance of a real golf ball, and should not be hit with a titanium driver. For more specifics, check out www.ecogolf.com.

LONDON — On September 26, Christie's of London will auction a number of items that belonged to William Bligh, ill-fated skipper of *HMS Bounty*. Many of them were items he used or took on his amazing 3,600-mile trip on an open boat after mutineers cast him and 19 loyal sailors adrift. 'Exploration and Travel Sale #6625' will include the co-

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men are from mars

In what seems like the answer to a question nobody asked, sailor/adventurer Reid Stowe plans to singlehand his 70-ft schooner *Anne* from New York to the middle of the ocean — actually, the middle of several oceans — and stay out there for 1,000 days. He's not headed anywhere. The goal is to stay out of sight of land longer than any voyager before. Stowe has dubbed the project the Mars Ocean Odyssey because 1,000 days is the expected duration of a journey to the Red Planet.

Stowe, who turns 50 this year, de-



Exceptional sailing days were plentiful in July, but not many of them were fogless exceptional days. This is 'Starquest' enjoying one of them — and looking darn good doing it.

— and this proves it

signed and built *Anne* in 1978 and has lived aboard ever since.

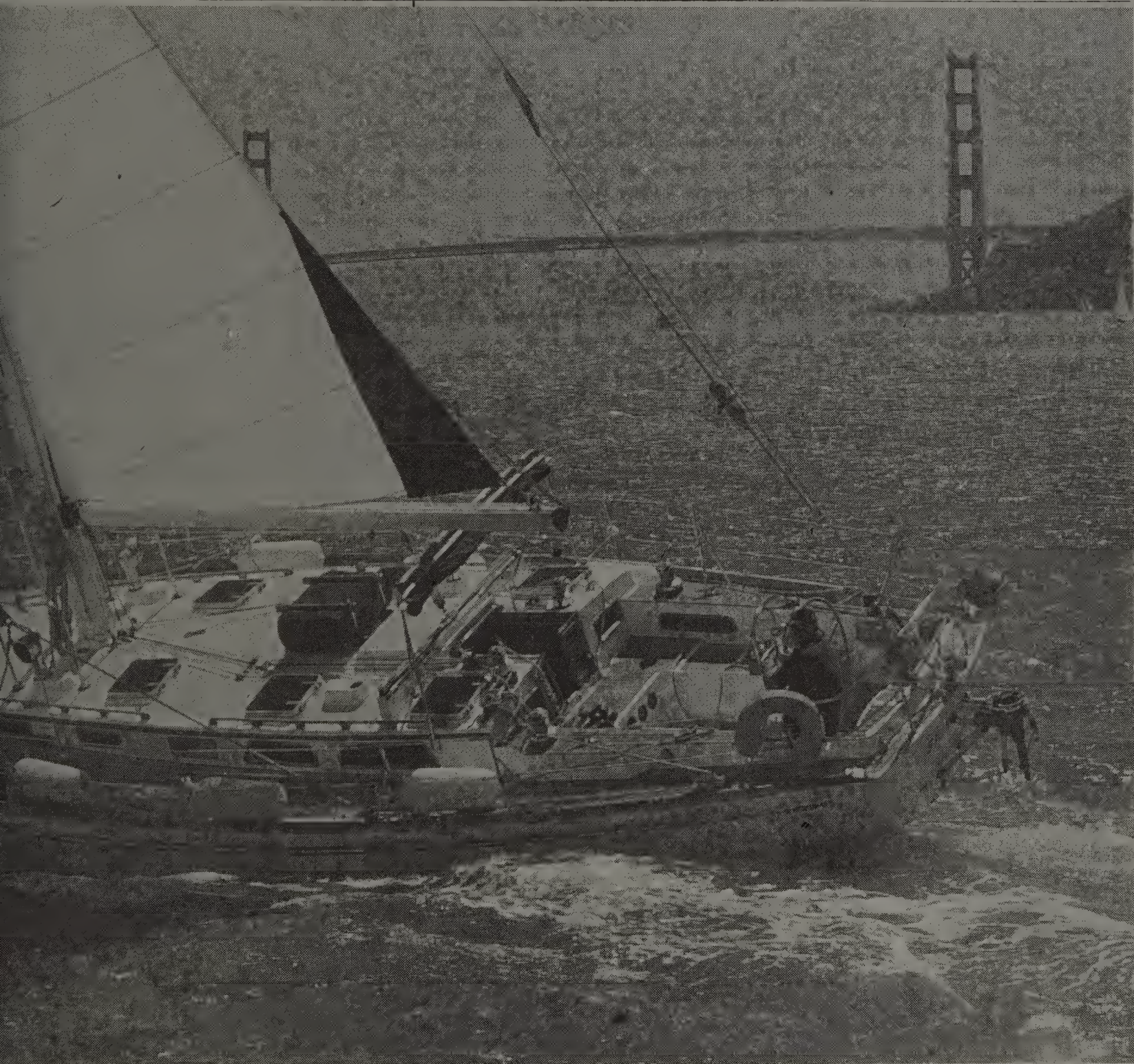
No other voyager in history, from Vasco de Gama to the *Mir* astronauts, has been away from terra firma for 1,000 days. The existing 'record' is held by Australian John Sanders, who took 657 days to sail around the world three times, also alone.

Stowe's departure is set for November 24. If all goes as planned, he won't return to New York until sometime in September, 2005. You can learn more about Stowe's voyage at www.1000days.net.

shorts — cont'd

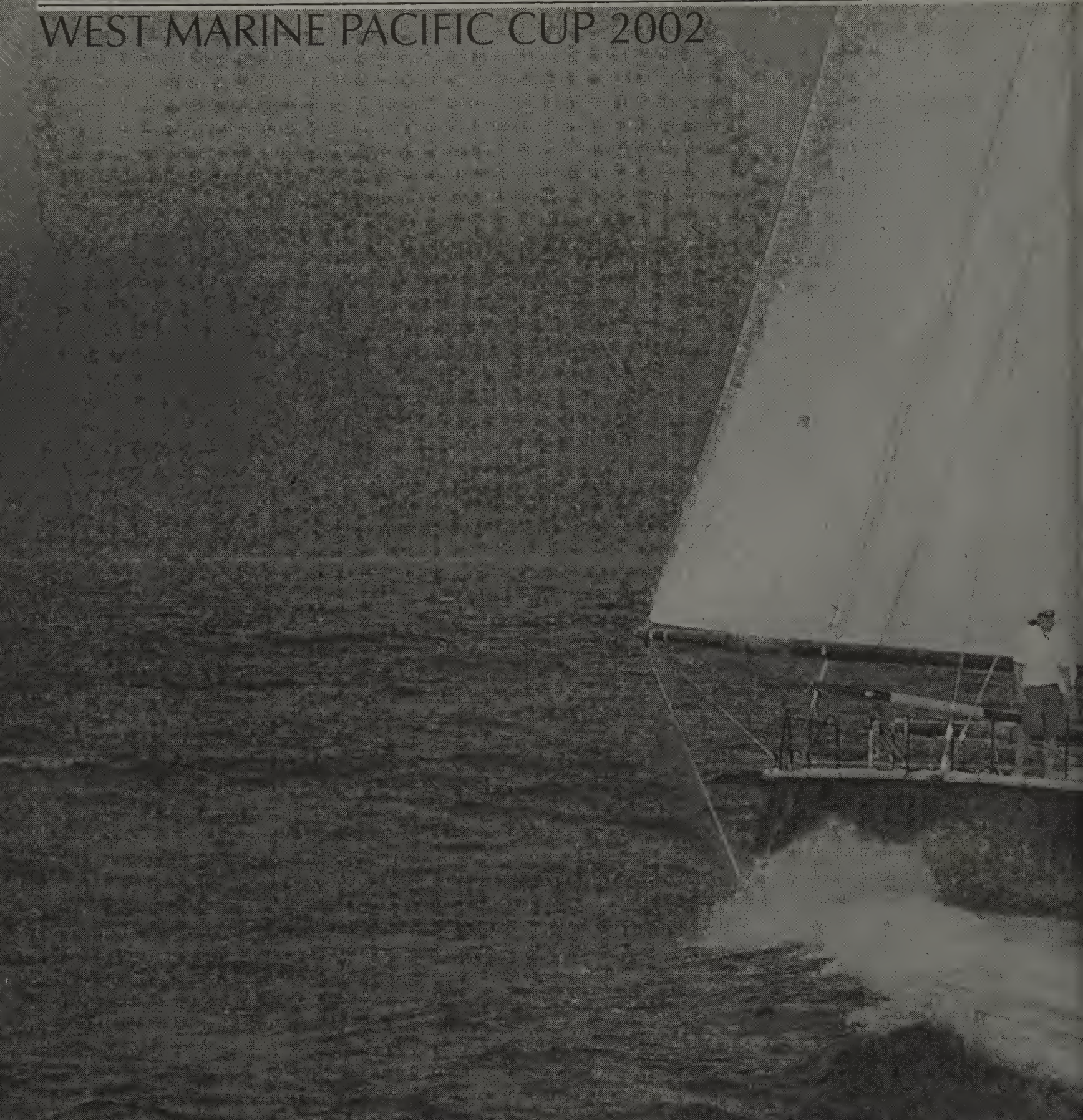
conut Bligh ate from, a bullet weight used to measure portions of food, and a crude compass from the boat journey. Also included are two watercolors done later by Bligh, as well as other materials. All have been in the possession of Bligh's descendants in New Zealand until now. A sale catalogue detailing these items will be out in mid-August and can be ordered online at www.christies.com. The items are expected to fetch about \$300,000.

THE SOLENT — Talk about a dog-day afternoon. . . A black Labrador Retriever named Todd fell off his master's boat on July 24 and swam 10 miles to shore. Todd's six-hour marathon amazed local dog experts and delighted owner Peter Loizou, who had spent hours searching for the dog. The dog was identified by a microchip in his ear after swimming up the River Beaulieu in Hampshire and clambering ashore.



LATITUDE/RICHARD

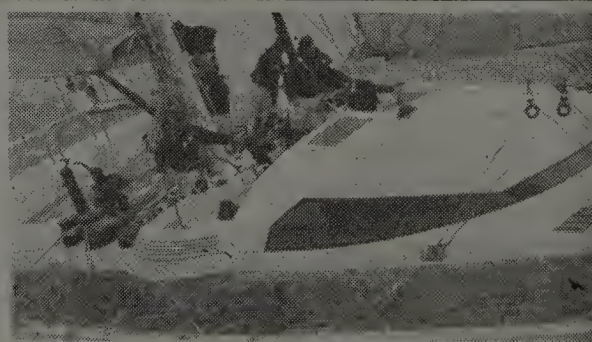
WEST MARINE PACIFIC CUP 2002



The meek shall inherit the earth.

Given the participation of Robert Miller's Hong Kong-based Briand 147-ft *Mari-Cha III*, the largest seriously-raced boat in the world; Bob McNeil's new R/P 86 *Zephyrus V*, which is poised to become the fastest offshore monohull ever; and Philippe Kahn's 2001 TransPac Barn Door winner, the R/P 77 *Pegasus*, last month's 12th biennial West Marine Pacific Cup race from San Francisco to

Oahu was the most glamorous ever. However, thanks to the capriciousness of the wind gods and the consummate sailing skills of Skip Allan and his crew Tad Palmer, Allan's Capitola-based Wylie 27 *Wildflower* easily walked away with corrected time honors in the 68-boat fleet. This despite the fact that the Wylie 27 could have easily fit athwartships in the owner's stateroom of *Mari-Cha*, and that Allan's boat probably cost less than



— TORTOISES AND HARES



Spread: 'Z-5' rushes across the finish line first at Kaneohe Bay. Inset: John Bertrand, Bob McNeil, and Larry Leonard. Inset below: The mighty 'Mari-Cha III' at the start.



the battens on the big ketch's mainsail.

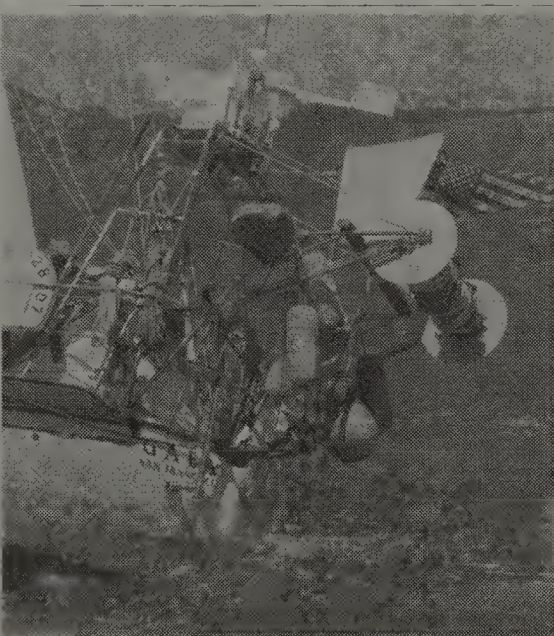
It was a popular victory, and true believers in the concept of 'The Fun Race to Hawaii' were also thrilled that second overall was claimed by Steve and Ann Lewis' S&S 34 *Spirit*, a family (plus one) crewed 42-year-old wood boat. To top it off, third overall went to Jonathan Livingston's Wylie 38 *Punk Dolphin*, renamed *Naughty Hotty* for the event in honor of the fact that Bird and his fian-

cee Suzie were on a pre-wedding honeymoon cruise. Like *Wildflower*, *Spirit* and *Naughty Hotty* were relatively low budget boats crewed by skilled amateur sailors.

It was a terrific year for the Pacific Cup, with only two significant disappointments. First, the boats in the four fastest divisions — which started later in the week than the slower boats — all suffered from extremely light winds just

outside the Gate. This weather anomaly wiped out the possibility of a record run, which seemed like a foregone conclusion before the start. It also eliminated any chance for the faster boats to correct out on the slower ones, which had rocketed away from the coast in strong breezes. Of the 33 boats in the four fastest divisions, the best finish overall was a 10th. The ultralight sleds, built with sprints to the Aloha State in mind, could cor-

WEST MARINE PACIFIC CUP 2002



Oh my 'Gaea'! Not all the 68 starters crossed the line in full racing trim, such as the Jayana 37 above.

rect out no higher than 19th.

The other diminishing factor in the otherwise stellar event was the dreadful scorekeeping. Each day boats were ranked in class and fleet, but no times were given, so there was no way to tell how far a division leader was in front of boats in second and third. This lack of basic information robbed the event of much excitement.

Far worse were glitches in the scoring program, which meant the results were about as stable as a beer bottle on the salon table during a round-down. After finishing the race and getting a good night's sleep, one third place crew was informed — to their initial disbelief — that recalculations had put them in first. This was pleasant enough news, but had

Regular sailors, such as Bob Gray, sailing regular boats, such as the Ranger 33 'Coquelicot', did well in this year's Pacific Cup.



robbed the winners of much of the real-time pleasure of victory they deserved. As for those who had gone to sleep winners and woke up in third place, they felt as though they were the victims of a bad joke.

This bungling — which was obvious to everyone who followed the race at www.pacificcup.org — is mystifying, as the Pacific Cup is not a particularly complicated event to score. In fact, many of the entries ran their own scoring programs that were more informative and accurate. The scoring problems must be fixed before the next event in '04.

Class G — The Glamour Boats

When it comes to big boat racing to Hawaii, it's all about finishing first, and this time there were three stellar contenders. The biggest, a member of the Royal Yacht Squadron, was the 147-ft *Mari-Cha*. Although a luxury yacht, she also held the TransAtlantic record until it was broken last year by an Open 60 in a sustained gale, and still owns the prestigious Sydney to Hobart course record — albeit unofficially. Despite shedding 15 tons of interior for the run to Hawaii, *Mari-Cha* was still a rounded bottom, dual-purpose boat going up against two of the world's fastest pure racing machines. "We figured we had about a 50-50 shot at getting there first," conceded *Mari-Cha*'s Kiwi skipper Max Cumming.

Mari-Cha's most formidable competition was *Zephyrus* — or Z-5 — which project manager John Bertrand described as "combining the performance of a maxi boat to weather with the off-the-wind performance of a sled — sort of a Volvo 60 on steroids." From MacConaghy Yachts in Sydney via the KKMI yard in Richmond, the dark green yacht's race to Hawaii would be her shakedown. This was auspicious, as McNeil's previous boat, the R/P 77 *Zephyrus* 4, snapped her mast in a TransPac shakedown — and lost subsequent rigs in the Pacific Cup and the Ft. Lauderdale to Baltimore race. Z-5 would thus start this year's Pacific Cup with tremendous potential — for both speed and mishaps.

If *Mari-Cha* and/or *Zephyrus* failed, Philippe Kahn's R/P 77 *Pegasus*, the rocketship that soundly beat Roy Disney's older sistership *Pyewacket* in last year's TransPac duel, was waiting in the wings.

World class boats can't perform without world class sailors, so all three of the glamour yachts were dripping with professional sailors from the Jules Verne Around the World Race, the recent Volvo Ocean Race, and the America's Cup.

There was more top notch sailing talent than the Pacific Cup had ever seen before.

The cheat sheet for first-to-finish honors was simple. *Mari-Cha* needed the strongest possible winds — a gale would have been just fine — at the start to make use of her tremendous waterline to establish a big enough lead in the early reaching conditions to hold off Z-5 in the later downwind conditions. Alas, by the time the boats had sailed from the start of the St. Francis YC to the Golden Gate, the wind was down to 10 knots and dropping fast. Once past Point Bonita, the mighty yachts flopped around listlessly, with speedos regularly registering goose eggs. Covering approximately 86 miles in the first 12 hours pissed away any early advantage *Mari-Cha* might have had to establish a significant lead over Z-5.

Inexplicably, an unusually large number of expert sailors have been going overboard from great yachts during major races this year — and this disturbing trend continued in the Pacific Cup. With the wind hovering between 18 to 25 knots during the pitch black second night, and with seas 8 to 12 feet, a Z-5 crewmember went overboard while trying to help gather a sail. This occurred during a bald-headed sail change, which ironically was done thinking it would be safer than

ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED



— TORTOISES AND HARES

a peel.

Z-5's MOB module and strobe light were immediately thrown over, and *Mari-Cha* — a few miles behind in hot pursuit — was advised of the situation. The person in the water, who reportedly wasn't wearing a PFD or personal strobe — managed to swim to the rescue package. Nonetheless, it was 20 minutes before he was back aboard Z-5. Despite having suffered a terrible fright, he was unhurt and ready to continue racing.

When Z-5 arrived at the Kaneohe Bay YC, the crew initially refused to identify the person who had gone overboard or detail the exact circumstances of the mishap. This was in sharp contrast to the overboard incidents on the East Coast, where there was immediate and full disclosure in order to prevent similar such incidents in the future.

Getting such a big crew to keep a secret is, of course, impossible. Before long it was common knowledge that it was Bob McNeil, the owner, who had gone swimming. It apparently happened as a result of rushing up on deck to help pull in a spinnaker that was dragging in the water.

In a strange twist of fate, the incident

As they sailed out the Gate in a fading breeze, the majestic Mari-Cha III made the 86-ft Z-V look like a dinghy. These were the two largest modern racing boats to ever sail out the Gate.

may have repercussions for the America's Cup. For in response to the radio report of a man overboard, *Mari-Cha* correctly dropped her gennaker in order to put herself into search mode — for which she was later awarded 40 minutes redress. In the course of resetting their asymmetrical chute, crewmember Jeremy Lommas, out in a bosun's chair, had a problem with a lazy sheet dragging in the water — and it cost him half of the little finger on his right hand. Lommas, it turns out, is the bowman on *Team New Zealand*. Can a bowman perform at the America's Cup level without half his little finger? We'll know in a couple of months.

In the six days of sailing after the man overboard incident, Z-5, *Mari-Cha*, and *Pegasus* enjoyed fine sailing conditions to Hawaii. The winds were mostly between 15 and 24 knots, with nothing under 10 knots, and the seas were relatively smooth. The record books will show that Z-5 finished in just under 6 days and 21 hours — about seven hours off *Pyewacket's* 1998 water ballast-assisted record of 6 days, 14 hours, and 22 minutes. *Mari-Cha* was another 2.5 hours back, five hours ahead of *Pegasus*.

In reality, the first-to-finish race wasn't as close as the times might suggest. Dee Smith explains. "Zephyrus was a new boat with a new crew. We didn't



Different boats, different goals. Catherine of 'First Light', holding a jar of energy mints, says their only goal was to make the Mt. Gay Party.

know the right sailing angles, we lost time dropping sails in the water, and we weren't pushing her — so we were only sailing at about 90% of her potential. This occasionally allowed *Mari-Cha* to pull even or slightly ahead, but we weren't worried. Her dominant point of sail is reaching, and in 14 to 18 knots she could hold her own — but we were a knot faster in anything lighter or stronger."

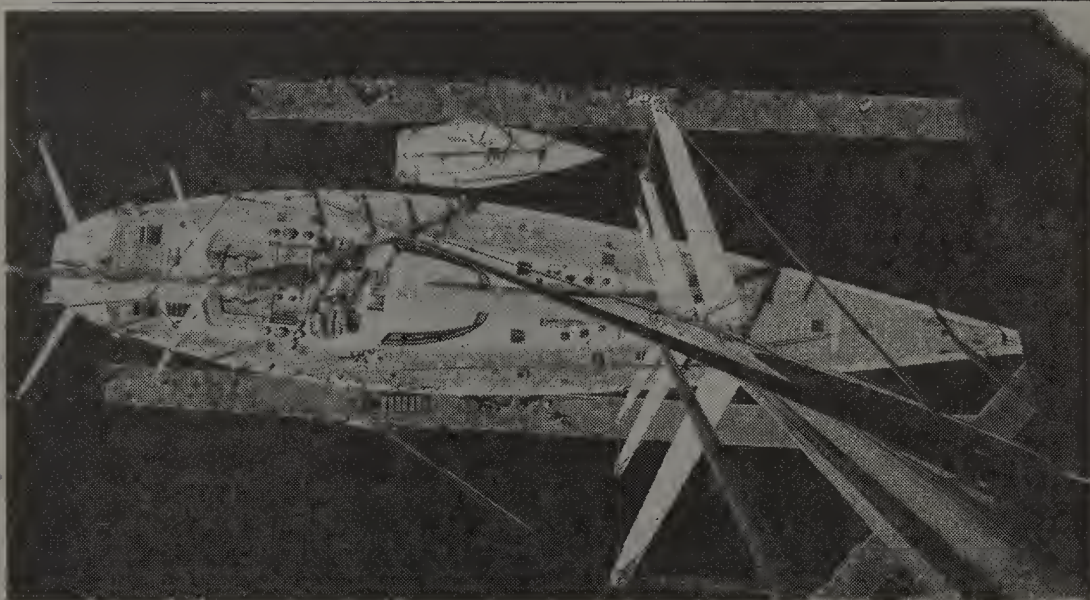
McNeil said he had two objectives with the boat. The first was to have a sled-like boat that was also an excellent performer on all other points of sail. The second was to have an extremely high performance racer that wasn't — and he warned us that we'd laugh — overly expensive. The key to keeping costs in line, he explained, was being able to use off-the-shelf — the America's Cup boat shelf, that is — winches, blocks, and other gear. If that stuff had to be custom-built, the costs would soar.

While the boat had the normal teething problems — leaked here and there, the steering wasn't as smooth as it could have been — associated with an ambitious shakedown, she seemed to meet McNeil's objectives. He also lavished praise on Larry Leonard of Quantum Sails in Annapolis, who tunnel-tested, designed, and built the six asymmetrical chutes, three jibs, two staysails, one main, and two storm sails. Leonard explained that because Z-5 is designed to the new maxZ86 box rule, it's possible to build just about any kind of sail, so more research than normal was required.

"Z-5 is a big step forward in yacht design," said project manager John Bertrand, "because she's like a turbo sled but with incredible stability — which is like having icing on top of the cake. She



WEST MARINE PACIFIC CUP 2002



COURTESY CHARLIE ROWE

The object rafted next to 'Mari-Cha' is not her dinghy. It's actually a competitor — the Mumm 30 'Rainbow'.

was rock-solid and performed as we expected she would."

Dee Smith, fresh off the Volvo Race, put the new boat in perspective for average sailors: "Z-5 will do 11 knots to weather, so she's faster upwind than an America's Cup boat, and we'd have laughed at Volvo 60s all the way to Hawaii. She'll easily do 500 miles a day, and I think she's capable of 550 miles." The current 24-hour record of 484 miles was set by John Kostecki with the Volvo 60 *illbruck* earlier this spring.

Surfing down waves has always been a trademark of racing to Hawaii, but Smith noted that Z-5—like maxi cats—is actually faster in flat water than surfing conditions. "We're not looking for periodic surges down waves, which actually slow us down, but sustained peri-

The SC 27 'Andiamo' revels in conditions that were typical of this year's race, which had neither big winds nor big seas.



COURTESY ALCYONE

ods of high speed."

Cumming, *Mari-Cha's* skipper, agreed that the lack of wind on the first day hurt the big ketch's chances, and admitted that Z-5 was faster in the running conditions later in the race. "*Mari-Cha* is capable of doing up to 420 miles a day, and we were neck and neck with Z-5 in the early reaching, but as soon as they got into planing conditions, she was faster and able to sail deeper. The further the wind went aft, the greater her advantage. We were 20 miles behind two days from the finish, but the last day we were 50 miles behind."

When in cruising mode and the hydraulics are used, *Mari-Cha* supposedly can be sailed by one person. When racing—and everything has to be done with human power—it's a different story. "Jibing, partly because it necessitated reefing the main, required the efforts of the entire 29-person crew," explained crew Christian Buhl. "It took us 30 minutes to jibe in the beginning, but by the end we got it down to about 10 minutes. Even though we didn't have any really strong wind, we pulled the clews out of two of the three asymmetrical chutes. Part of one dropped into the water while we were doing 15 knots, so trying to get it back aboard was out of the question. If any of the racers behind us claim to have seen a huge water dragon lurking just beneath the surface, they weren't hallucinating, it was one of our spinnakers."

Pegasus was lacking in waterline and sail area to be a favorite to finish first, so watch captain Mark Rudiger, also fresh off the recent Volvo Race, explained that they had to go for a strategic home run. "Early on we set ourselves up to the south to get into a good tactical position, and had the best day's run—367 miles—of any boat. But it wasn't quite

enough, and then we went a little too far north and got lighter wind." If nothing else, Rudiger found that *Pegasus* was a luxurious ride compared to *Assa Abloy*, the Volvo 60 he just raced for the last 11 months. "It was like riding in a Jaguar," he claimed.

Philippe Kahn, whose dedication to sailing is evidenced by the 209 days he sailed his many boats last year, was philosophical about finishing third. "It was as expected, but we did our best. Actually, we were really tuning up to defend our TransPac title next summer. We made some improvements and were sailing in TransPac configuration, so we're all set." The TransPac won't let the likes of Z-5 in until '95, at which time Roy Disney, Hasso Plattner, and maybe others are expected to have their own 86s.

Division G corrected time honors went—at least initially—to David Janes' Andrews-designed *J-Bird III*, one of three lightning-fast new TransPac 52s. These box rule boats are so quick that they'd have to give time to a SC 70 if one of the latter had entered. Were it not for light air at the start, two of these 52-footers would have finished in less than 8 days. To put that in perspective, the 67-ft



— TORTOISES AND HARES

Merlin's 1977 TransPac record of 8 days, 11 hours held for 20 years, withstanding well over 100 attempts on the record by ULDB 70s.

"We had a beautiful race," enthused *J-Bird's* Pete Heck, who raced across for the 20th time. "We had 15 to 20 knots of wind, flat seas, and hardly a drop of rain, so we couldn't have had a smoother crossing. And these boats are so fast — imagine 340 miles in 24 hours on a 52-foot boat! We built up a pretty good lead on *Alta Vista* until we got caught under a cloud the last day, allowing them to close to within two miles. So we covered them the last 100 miles, jibing about 15 times in the process, to win by about 10 minutes. And we only had one gear failure — a cam cleat that stopped gripping."

Heck allowed that *J-Bird* has one of the most complete racing programs around. "Everyone on the crew has had lots of time on the boat, we've done months of sail testing, and we know our sail selection. We never have to wonder, for example, which sail to put up, and we know exactly what sailing angles are best for the wind conditions. Given any

Tad Palmer rides the rail while Skip Allan drives. The duo on 'Wildflower' led from start to finish on the smallest budget boat in the fleet.

wind speed or angle, we know to within a tenth of a knot how fast we should be going. If a little piece of debris gets caught on the keel, we know about it instantly. We've got great drivers, and two weathermen/navigators who constantly track our performance, sail selection, and do our weather planning. It's very regimented, as we have updated goals every 12 hours, and everyone is given chart overlays showing our situation with regard to other important boats. It's like a mini-Volvo program. But it's not grim — we laughed all the way across!"

Alas, no one was laughing after *J-Bird's* obligatory post-race inspection, for she was found to be without the required storm trysail. The crew claimed this was a result of miscommunication and/or unclear gear requirements, but the race committee found against them. *J-Bird* could have been booted from the race entirely, but the race committee decided instead to dock them two hours — enough to drop them to second in divi-



Mike Robinson and R.B. Ward of 'Moonshine'. It takes a lot of courage to doublehand a 2,600-lb boat across the Pacific — but even more skill to jury rig the carbon-fiber mast after it snaps.

sion behind Bill Turpin's Davidson-designed TransPac 52 *Alta Vista*. It was a hard pill for the *J-Bird* team to swallow, and the race committee took no pleasure in it either.

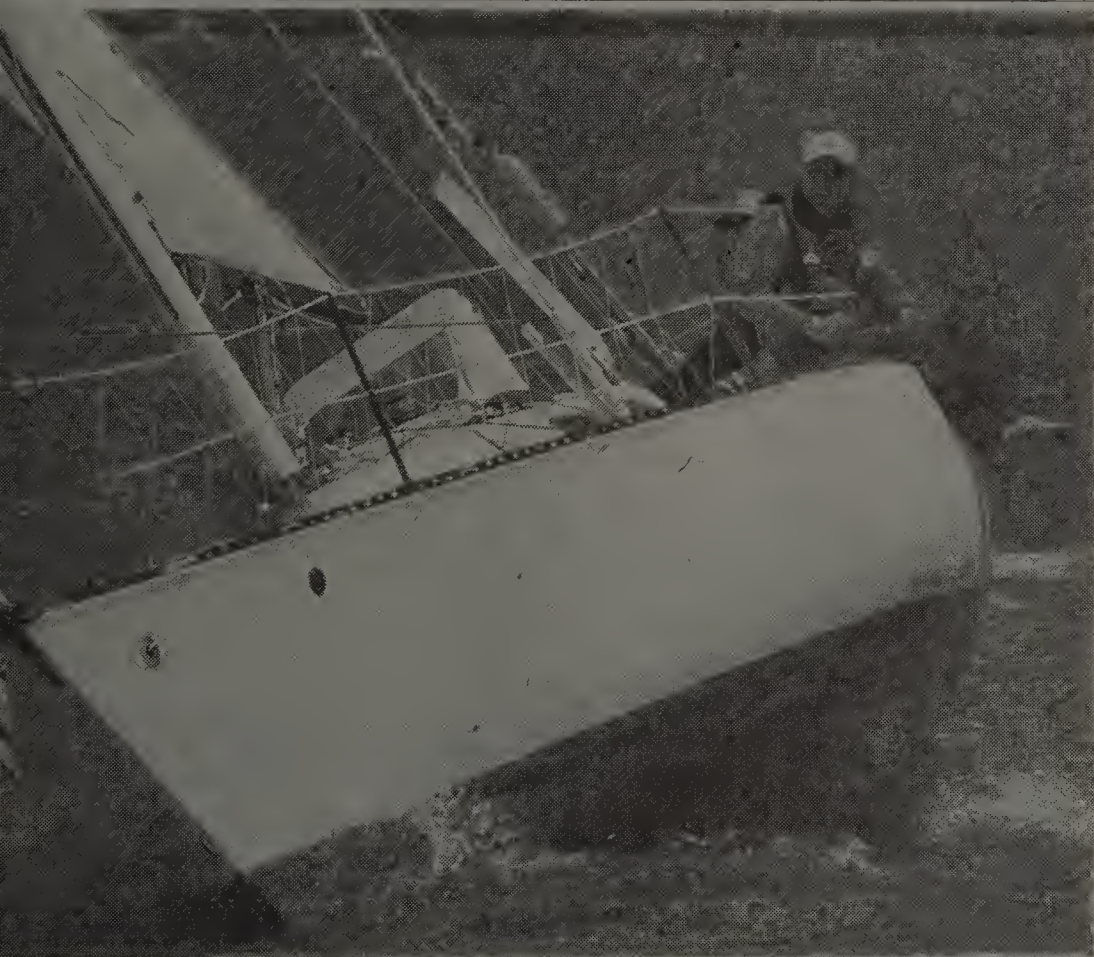
"It was heartbreaking," said a committee member, "but they were clearly in violation of an important requirement."

Doublehanded — *Wildflower*

Fifty-seven year old Skip Allan of Aptos and 39-year old Tad Palmer of Newport Beach sailed Allan's 27-year old Wylie 27 to an initial lead in class and fleet, and never let go. They ultimately corrected out first in fleet by a whopping 8.5 hours, which meant they could have given up about 15 seconds/mile of their rating and still won. *Wildflower's* triumph was a function of motivation, knowledge, preparation, and luck.

Allan had two big motivations. First, he had failed to finish the last Pacific Cup — a particularly light wind affair. "Unfinished business," he said. Second, he had been stung by the "slow train" photo caption *Latitude* had used for *Wildflower* in last month's Pacific Cup Preview — not realizing that every photo caption in the preview referenced a Bob Dylan song. "How could I have missed that?" he said, shaking his head. He'd nonetheless brought a train whistle on the crossing to stay amped.

Few boats know the way to Hawaii as well as Allan's *Wildflower*. Skip has done eight Pacific Cups, 14 TransPacs, and a Singlehanded TransPac — for a total of 24 competitive trips to the Islands. Six of those crossings have been aboard *Wildflower*, which Allan has sailed a total of 60,000 miles in the Pacific. Palmer has seven Hawaiian crossings to his



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After two trips across, Bruce and Dan were so far off the 'Edge' they forgot to bring forks and cups. They still had a great time.

credit. "We know the track to Hawaii," said Allan in an understatement.

Wildflower was the first boat to pass the Pacific Cup inspection back in April. And passing it didn't require big bucks. "Our total budget for the event — including haulout, safety gear, food, and delivery home — will be \$6,000," said Allan. "I don't say that to brag, but rather to show that the Pacific Cup can be won by a guy with a small boat and a small budget." *Wildflower's* only outside instrumentation was a compass, and she doesn't even have a knotmeter. Instead of wind instruments, the modest boat is equipped with telltales and a Windex. The boat had one full size chute, which was eight years old, and two borrowed chutes.

Allan knew that motivation, knowledge, and preparation still weren't enough to guarantee victory. "Luck plays a big part, and right from the beginning

Shark Kahn, 12, with his dad Philippe. Shark was the only driver in the event to more than double his age in boat speed — 27.1 knots.



everything seemed to line up for us. We started in 18 knots, and after a few hours of lighter winds, had 25 knots by the first night." Unlike *Hawkfarms*, which have taller fractional rigs and a spade rudder, *Wildflower* has a stumpy cutter rig and a skeg, which proved to be just right for the conditions. "*Wildflower* was well balanced in the 8-10 foot seas, and we were

able to sail to our highest potential with a double-reefed main, #3, and staysail. Because we were more stable, we were able to get a jump on *Moonshine* and *Two Guys on the Edge*, the two surfing boats that were the main competition in our division. They were driven well to the south in the early going, which probably added 75 miles — and maybe nine hours — to their trip."

Just two days into the race, *Wildflower* set a chute, at which time Palmer hit 15 knots, their fastest speed of the crossing. Trading off every three hours, Allan and Palmer knew they had a good chance to win it all by the time they were halfway across. "*Spirit* and *Naughty Hotty* were our closest threats," says Allan. "We were absolutely stoked to be in a battle with *Spirit*, because she was the boat that I idolized — for her simplicity and because she was a pioneer in international offshore racing — when I was building *Wildflower*."

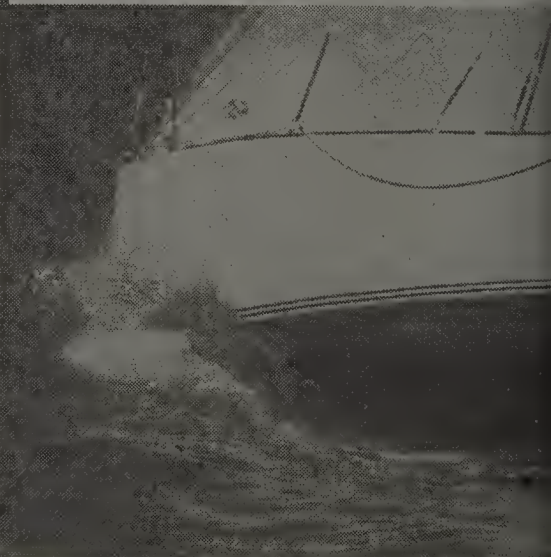
Spirit, like *Wildflower*, is a displacement boat that was being excellently sailed along the shortest possible route. "*Wildflower* is lighter," said Allan, "but *Spirit* has a longer waterline, so she owed us 10 miles a day. We put up our big 3/4 ounce chute — and sometimes hung on by thin threads in squalls with wind into the low 30s — but were therefore able to limit *Spirit's* gains to between three and eight miles a day. Although we had to sail as deep as possible, we didn't roll very much, which I hate, and thanks to the skeg, never broached. Since there were only two of us, we dropped the chute in order to jibe, but we only jibed about six times the whole way across. I don't think we sailed more than an extra 25 miles on our crossing, and finished in 12 days and 19 hours, the fastest of *Wildflower's* six trips to Hawaii."

Unlike the Antrim 27 *E.T.* and the SC 27 *Andiamo*, which are small 27-footers, *Wildflower* is rather large for her length. "She was very comfortable with plenty

of room for both of us," said Palmer. Despite the space, the older Allan admitted to becoming quite tired near the end. "I had to pace myself, and relied on jolts from Trader Joe's coffee." Palmer didn't tire that much. "I was fine and wouldn't mind doing it again."

The boat *Wildflower* feared most was the Sonoma 30 *Two Guys on the Edge*, sailed by Dan Doyle and Bruce Burgess, both of Hawaii. "Those guys are good, their boat is quick, and she's been across three times," said Allan. "If the race was 300 miles longer, they would have won."

Doyle — who with Burgess won the Doublehanded Division in last year's TransPac — laughingly admits that the duo had become a little too lackadaisical in their preparations. "We forgot a couple of important things, such as forks and cups, so we had nothing to eat with or drink from." They also had a rough time for the first couple of days. "It was really miserable. We had 4-6 foot seas coming from two directions, which made them really confused. We were drowning in the close reaching, so we had to bear off more to the south for better boat speed. Despite our little problems, over-



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all it was a really great crossing in wonderful conditions. The seas weren't that big, but we did have good waves to surf, and hit a top speed of 20.5 knots. And the nights were wonderful, as we'd sail all over hunting for squalls with better wind. We sailed three on and three off, jibed about a dozen times, and didn't have any gear failures. We absolutely loved it and plan on doing it every time."

Two Guys was second in division and fourth overall. *Elan*, the chartered Express 37 doublehanded by Scott Hancock and Randy Kelsberg, finished third in division and 11th overall. Then there was Robert Ward and Mike Robinson of the 2,600-pound Dog Patch 26 *Moonshine*, the overall winner of the Pacific Cup back in 1994.

"We'd just had our halfway party, we were second in division, and were looking for a great finish," reports Ward, "when a big quartering sea hit us as we were floating the chute at the end of a jibe. I went into the water, lost control of the boat, and buried the pole. Boom! That

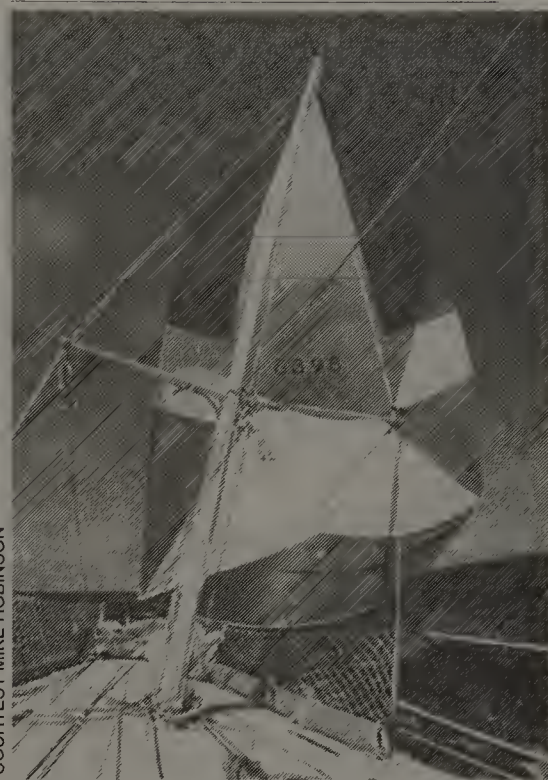
The mostly family crew of 'Spirit' made use of her long waterline to sail the 42-year-old wood boat to second overall.

was the sound of the carbon fiber mast snapping."

"It could have been really bad," continued Robinson, "but we'd prepared for this race for two years by completely rebuilding the boat and doing a lot of ocean races, so we had a lot of faith in each other." The duo managed to fabricate a new rig from the broken mast in just five hours. The hardest part was cutting a smooth edge from the bottom of the jagged mast extrusion — after discovering they hadn't brought a saw. Then they remembered they had a mini-saw on their Leatherman, and cut through the mast in about 90 minutes. After trying different sail combinations, they settled on using the 1.5 fractional chute set from the bow — which gave them an average speed of 5.5 knots.

"Our proudest moment of the race," says Robinson, "came when the communications boat asked if we were still racing — and we could say that we were. We were also happy to beat the Hunter 50 *Fast Reorg*, which had also been dismayed."

While the *Moonshine*'s could hold their heads up high, their bodies were



COURTESY MIKE ROBINSON

When the jury-rigged mast on 'Moonshine' was stepped, the spreaders were six feet off the deck. She still averaged almost five knots.

bruised — even before the mast fell. "I'm done," said Ward, "I can't do this again." Robinson, while agreeing that it had been very difficult physically, said he was game to try it again. "When you do this race with a small boat," he joked, "you have to buy a very big bottle of Ibuprophen. Take four before the start, then four more every four hours until you cross the finish line."

Division A — Spirit

Perhaps the oddest pairing in the Pacific Cup was the Lewis family and their S&S 34 *Spirit*. The plank-on-frame wooden boat was built 42 years ago in Hong Kong by the folks who later built Grand Banks trawlers. The flush deck fractional rig sloop — which doesn't have a cabin house but does have a tiny aft cabin — was originally owned by Sausalito's George Kiskaddon, a Northern California pioneer of international offshore racing. She did three TransPacs, a Tahiti Race, a Sydney to Hobart Race, a Bermuda Race, a TransAtlantic Race, an Admiral's Cup in England, and a Fastnet Race. She was later owned and cherished by sailmaker Peter Sutter.

Steve and Ann Lewis come from an entirely different tradition. Back in the '70s, he was a three-time national champ and one-time world champ in Flying Juniors. She started sailing small boats on Tomales Bay at age 11, and later taught sailing at UC Santa Cruz. The couple also operated a sail loft in Santa Cruz for a short time.



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COURTESY JOM CORENMAN

The racing never stops, so boats arrived at the Kaneohe YC dock throughout the day — and throughout the night.

How two dinghy sailors came to own a classic wooden yacht is still not exactly clear to us, but it's certain that Steve and Ann love *Spirit* and what she represents. Each time they sail out the Gate, they splash a rum libation on the water to honor the memory of Kiskaddon and Sutter. Most owners of older wood boats are in it for the romance, but not Steve and Ann — who were accompanied on the Pacific Cup by their son Patrick and his friend Ian Rogers. "We get our fun on the ocean from the competition. We take it seriously, and we're always determined to do better than the previous time."

Their previous time in the Pacific Cup was two years ago, when there wasn't any wind and they still finished second in division and 32nd overall. Wanting to

The Hunter 50 'Fast Reorg' crossed the starting line as a fractional rig, then sailed across the finish as a masthead rig..

do better this time, they long-boarded *Spirit's* bottom and acquired a 'secret weapon' — a 1.5 ounce, 85% girth "oh shit chute" for dicey conditions.

Still, they realized that strategy was going to be one of the keys to their possible success. "When it comes to the Pacific Cup, you have to play to your boat's strength," said Steve. "Since *Spirit* doesn't plane, our plan was simple — sail the shortest course possible. Fortunately, we had 25 knots of wind at the beginning. We carried a 150% headsail and a double-reefed main for the first three days, knowing that we'd be in good shape if we could get 500 miles off the coast in a hurry. We enjoyed the stiff breeze and getting water in our face from the start."

Having had to dip south initially because of the strong winds, they were fortunate that the Pacific High moved to the northeast, which allowed them to sail parallel to the rhumbline some 60 miles to the south. Had the High stayed in its more normal position, they would have had to sail further south to avoid light air.

By halfway across, they were in second place overall and encouraged with their performance against faster boats. "One morning *Total Eclipse*, a higher rating Kalik 40 that was leading Division B, came over the horizon about 0730," remembers Steve. "We both had white sails up and the wind was at about 95° apparent. So we set our secret weapon and took off doing 9s and 10s. *Total Eclipse* countered by also setting their chute, but they kept rounding up. It took until nighttime before they disappeared over the horizon ahead of us."

Spirit corrected out first in division and second in fleet, some 5.5 hours ahead of *Naughty Hotty*. They had been determined to do better than their previous Pacific Cup, and had succeeded.

"Every two years is about right for an event like this, so we'll probably be back," they said. "There will be little room for improvement."

Coquelicot, Bob Gray's Ranger 33, took third in division and sixth overall. But the boat's trip wasn't without drama. About a quarter of the way across, the four bolts holding the upper rudder bearing began to elongate, suggesting that the bearing might break free, which would leverage a large hole at the lower bearing, allowing the ocean to pour in. The crew's solution was to put 10 more bolts in to hold the upper bearing more or less in place, which helped a little, and to not carry the chute at night. The relentless 'clunking' of the rudder was unsettling, but they soldiered on with fine results. As bad as the bearing was, their Olson 911 rudder was a huge improvement over the original.

First Light, Charles Shank's brand new Island Packet 38, finished third in division and a surprising eighth overall. Crew Catherine Hounshell said the crew's only goal at the start was to finish in less than 13 days so they wouldn't miss the Mt. Gay Rum Party. "If it meant motoring to make it to the party, that's what we were going to do."



COURTESY STEVE CHAMBERLIN

— TORTOISES AND HARES

Division B — Total Eclipse

The Pacific Cup was an extremely emotional race for Gary Rossow of the Portland-based Kalik 40 *Total Eclipse*. Rossow did the race as a memorial to Karen, his wife and longtime sailing partner, who died of ovarian cancer on September 10. The couple, who had bought the boat 20 years ago, originally lived and raced out of Annapolis. They were the overall winners of the Bermuda Race in 1990, and both coached sailing at the Naval Academy. Four of their midshipman students were helmsmen on the Naval Academy's big racing boats and, after graduation, started crewing on *Total Eclipse*. After 20 years, Gary says all he has to do is call and his former students — one of whom now skips a nuclear attack submarine — show up.

The Rossows moved to Portland in '95, and started doing offshore races like the Swiftsure. Karen, who was a Coast Guard licensed captain and taught sailing for Womanship, fell in love with the idea of doing a Pacific Cup after helping deliver the Portland-based sled *Rage* back from Hawaii in '96. Alas, she was

Spread: 'Bird' Livingston and Suzie can change the name of their Wylie 38 all they want, but she still crossed the finish line first in division. **Inset:** the lovebirds chart a new course together.



'Total Eclipse's victory was a tribute to the late Karen Rossow, who had taught most of the crew to sail when they were midshipmen.

diagnosed with cancer a short time later. While still well enough to sail, she and Gary went to Hawaii and did some evening races at Kaneohe YC, so the Pacific Cup and that club became special to them. "We had to sign up for the race back in August of last year, and Karen cried the day I mailed it," said Gary. "She knew she wasn't going to make it."

"The Pacific Cup turned out to be more challenging than we expected. There was more preparation required than a Bermuda Race, and I didn't expect so much stuff to break. We lost our 1.5 oz. chute and got 100 little holes in our 2.2 oz. Then there was the fatigue. We've always prided ourselves on our ability to carry on at 110% through the night when others ease off. But it was

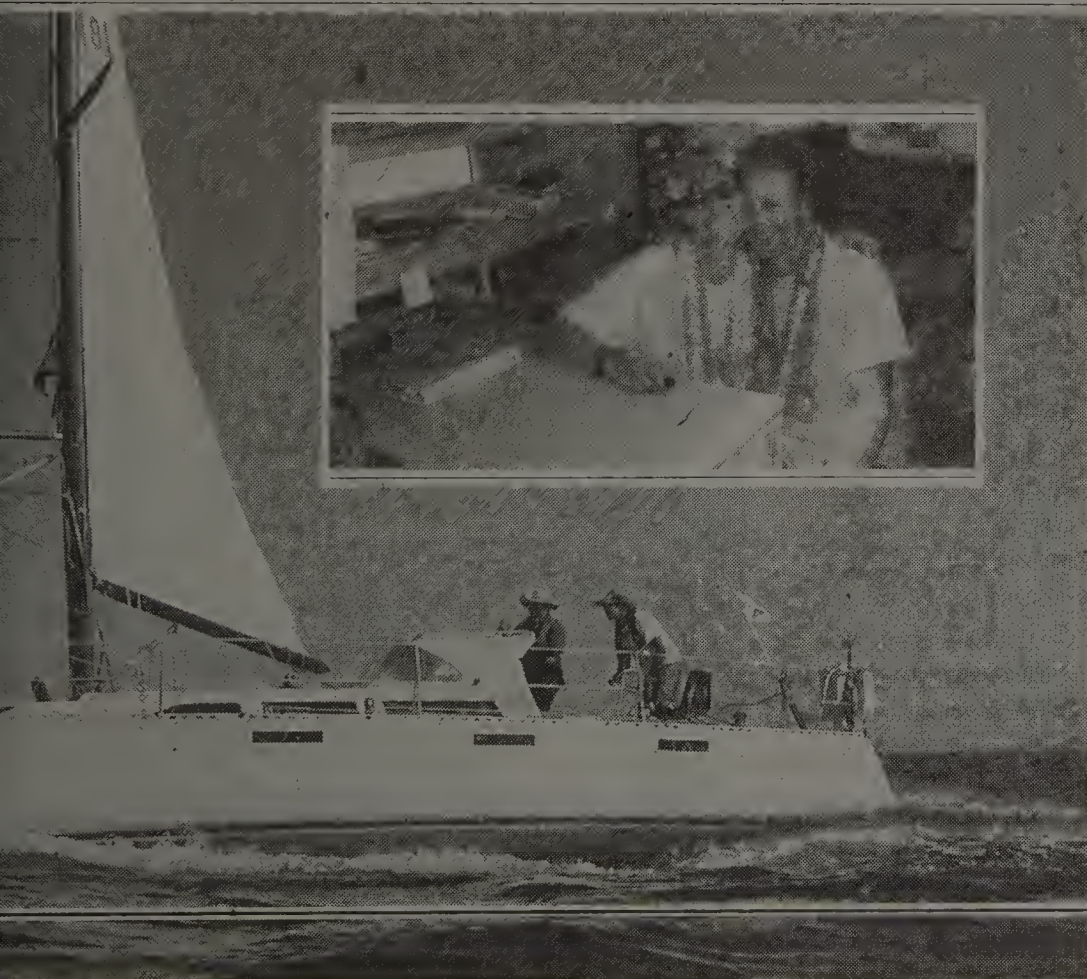
really tough sailing in the trades when it was blowing 30 and there was no moonlight to see a horizon. Our crew got so worn down a couple of times that we opted to sail wing-on-wing. It was much more stable and allowed the crew to get some much needed rest."

As difficult as it had been, Gary and his crew did Karen's memory proud by winning their division. Dennis Ronk's Beneteau 411 *Bequia* from Vallejo was second in division, while Michael Moradzadeh's Passport 40 *Cayenne* — which was also this year's Communications Vessel — took third.

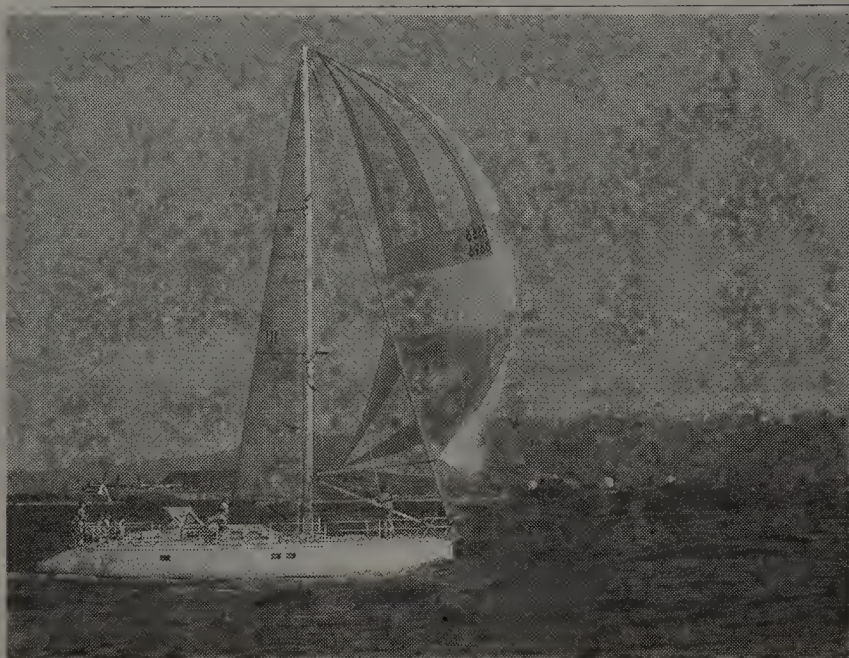
Division C — Naughty Hotty

Jonathan 'Bird' Livingston would be this year's winner of the 'better lucky than good' trophy — if the veteran of 18 crossings wasn't such an uncommonly good sailor. He and his 18-year-old Wylie 38 *Punky Dolphin* had won the two previous Pacific Cup Doublehanded Divisions they had entered, but his chances at a three-peat in a crewed division didn't look promising. For one thing, there was the distraction factor — he would be racing with fiancée Suzie Grubler, a licensed captain and navigation instructor from Maui. The two planned to get married in Hawaii after the race, so to mark the occasion, *Punky* was temporarily renamed *Naughty Hotty* and entered under Grubler's name. Brian Larkey, a Pacific Cup vet, rounded out the aggressive three-person crew.

Second, the boat was 1,500 pounds heavier, thanks to the cruising additions — windlass, watermaker, fridge/freezer, shower — that Bird and Suzie added for their subsequent honeymoon cruise to New Zealand. The PHRF rating board only gave them three seconds a mile for the extra weight. Finally, there was the exhaustion factor. All year the couple had been working on the boat "until the cows came home." They did it so often that life-sized cardboard cutouts of cows eventually appeared on their foredeck. With three strikes against them, their only hope was for dumb luck to kick in.



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COURTESY STEVE CHAMBERLIN

Although most of her crew were dinghy sailors not used to sailing deep or with chutes, 'SAM' kicked butt, correcting out 5th overall.

"We were so exhausted that we limped out the Gate looking like complete Barneys, and hadn't even had time to glance at the weather chart," remembers Livingston. "Assuming that it would be a normal weather year, I decided we'd sail 230°, a southerly route, to avoid crossing the light wind area of the Pacific High. On the second day, I checked the GPS and was shocked to discover that we were on the rhumbline! Suzie, now feeling a little better, pointed out that I'd added rather than subtracted the magnetic variation, so we'd been sailing 30° off our intended course. The funny thing is that the High had moved to the northeast of normal, which had opened up the rhumbline."

Then there was dumb luck with the sail inventory. "Naughty Hotty has a thin sail inventory, and our 18-year-old jibtop has the shape of a shower cap," says Bird. "But for the reaching conditions we had, the blown-out shape wasn't bad. Then there was the staysail. A few days before the race started, I noticed an Etchells jib in a Richmond dumpster that looked as though it might fit as a staysail. Suzie did a little work on it, and suddenly we'd filled a hole in our inventory for nothing. So on the second day, we found ourselves perfectly positioned because of navigation mistakes and ignorance of the weather, steaming along with a blown-out jibtop and a staysail from a dumpster. We did 223 miles with that configuration, the best day of our trip."

The trio was also lucky the rig didn't fall down. When Bird pulled himself up the external spinnaker halyards to install a block to jury-rig a staysail halyard, he got quite a fright, discovering

they'd neglected to tighten the discontinuous D-2 shrouds after re-stepping the mast. Given the conditions, and the fact one turnbuckle needed nine turns and the other eight, it was a miracle the rig hadn't crumpled. Tuning a rig while racing along at 20 knots in rough seas isn't the ideal condition, but as we said, Bird's an unusually good sailor.

Halfway across it was clear they were in good shape if they played the VMG game well. "So we dropped the chute and poled out the jib," says Bird. "We not only hit our top speed of 18 knots, but had our best VMG day of the trip. We couldn't bring ourselves to sail with this rig all the time, however, because we would have died of embarrassment if anybody saw us."

Naughty Hotty took class honors and corrected out third overall. The trio probably had more laughs per foot of waterline than anyone in the Pacific Cup. Unfortunately, they had to leave almost right away, something about having to sail to a wedding in Lahaina.

Second in division was the Lucas 48 SAM, a robust and luxurious French-built aluminum cutter that's a veteran of Arctic waters. She's owned by Tom Alexander, who was the bowman on *Flyer* when she won the Whitbread Race, and his wife Sharon, who drives tugs on San Francisco Bay and is an accomplished Europe sailor. It took a while for the whole crew — three couples — to get the hang of the boat because the three women were all dinghy sailors, so they weren't used to sailing a heavy boat, flying a

spinnaker, or sailing deep. But they caught on quickly enough to take second in division and fifth in fleet.

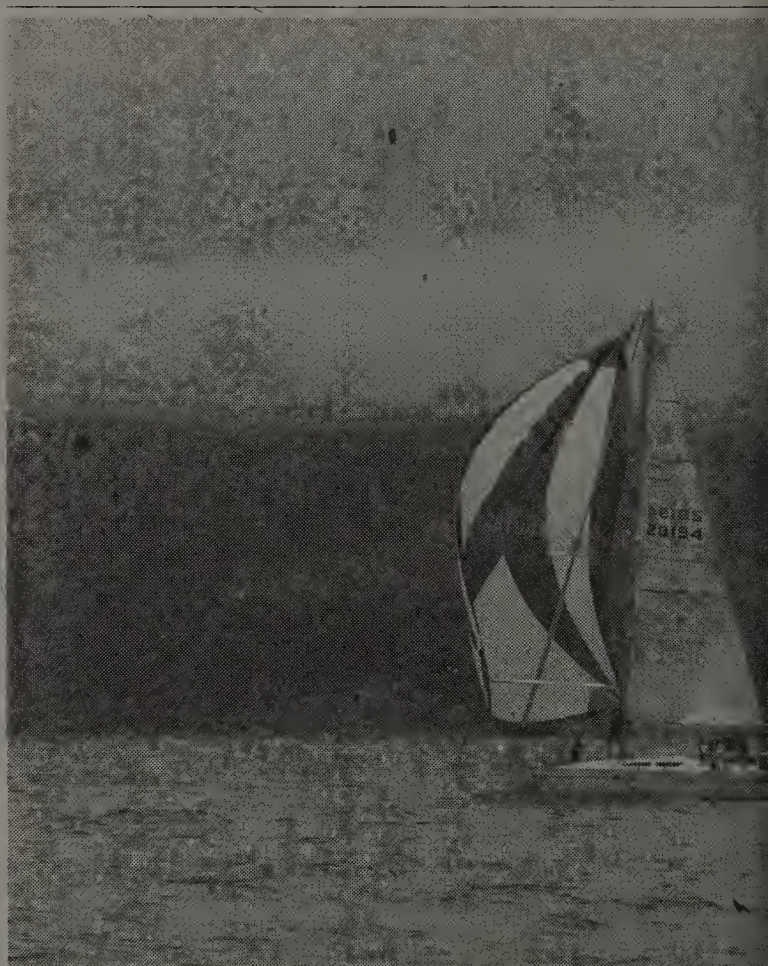
Third in division and seventh overall was Gerry Brown's modified Farr 38 *Mintaka 4* from San Francisco.

Division D — E.T.

Of the four fastest boat divisions, only the little Antrim 27 *E.T.* was able to crack the top 10 in fleet. It didn't come easy, however, as each of the three person crew spent at least one hour out of every three on deck, and it was often a physically demanding ride.

Division D started on Wednesday, which meant the 10 boats didn't get the great winds of Monday and Tuesday, but they also didn't get skunked, like the divisions that started on Thursday and Friday. "By the time we got to Mile Rock, we shook out the reef, and sailed south of the Approach Buoy," said Liz Baylis. "It was beautiful sailing — we did most of the trip in foulie tops and shorts — and if we had a 505 chute, we could have set it that first day."

Sailing at night in the beginning of the race was much more challenging. "It was pitch black those first couple of nights," continued Baylis, "so it was tough driv-



— TORTOISES AND HARES

ing. We saw as much as 18 knots on the knotmeter, but the display was so small and the helmsperson had so much to do that I'm sure we missed some higher bursts. We did, however, enjoy lots of sustained 15s."

E.T. is a little surfing machine, whose weakness is pointing. "We got killed on the first day by the likes of the Mumm 30, which was able to waterline us and sail a more direct course," admits crewmember/designer Jim Antrim. "But being knocked further down in the beginning meant we could later loop back up to the rhumbline with the asymmetrical chute. On days three through six we killed everybody in our division by outsurfing them."

It sounds fun, but it certainly wasn't easy. "We probably broached 40 times during the trip," said Antrim after giving the question considerable thought. "If you were driving, you had to be able to avoid knockdowns or work out of them by yourself. If you were down below trying to rest, you had to be able to sleep through the knockdowns. If there was a really bad broach, you'd have to wake

The smaller and later-starting Antrim 27 'E.T.' just missed catching the Jeanneau 40 'Free Spirit' at the finish line.

up in a half daze and try to evaluate whether it was serious enough for you to get out of your bunk and help."

While less frequent, nose dives were a problem, too. "After driving for a couple of hours, I'd really be whipped," said Baylis, "so I'd put in ear plugs and usually didn't have trouble sleeping through most broaches. But a couple of times the bow dove under so there was solid water coming over the house, and it would rip the little dodger off and throw it back over the companionway. I'd wake up to find the boat on her side and a waterfall pouring down the companionway into the cabin. I'd say ours was probably one of the few boats in which you could really get bruised while sleeping in your bunk."

After two Pacific Cups in a 27-footer that hits 20 knots and gets to Hawaii in 11 days flat, owners Todd Hedin and wife Liz, as well as Antrim, weren't sure they'd be up for a third. "Twice might be enough on a boat this size for people our age," said Antrim, who noted they were probably only second in age per foot of waterline to *Moonshine*. He and Hedin are in their early 50s, Liz, who celebrated her birthday on the crossing, is in her mid-30s.

"Toward the end," says Liz, "the three of us started talking about an Antrim 40. She would have twin rudders, a sprit, have to plane in 15 knots of wind, be easily sailed by a crew of four, and have an in-board engine and hot water. We have the design pretty much figured out, all we need is the money."

Second in division and



For their next Pacific Cup, the 'E.T.' crew would like an Antrim 40 — more speed, fewer broaches and bruises.

13th overall went to Bent Dietrich's Mumm 30 *Rainbow* from Hamburg, Germany, which is currently on a world tour of races. Unfortunately, Dietrich couldn't make it, so his crew did the race by themselves. John Siegel's Wylie 42 *Scorpio* was third in class and 14th in fleet.

Division E — Octavia

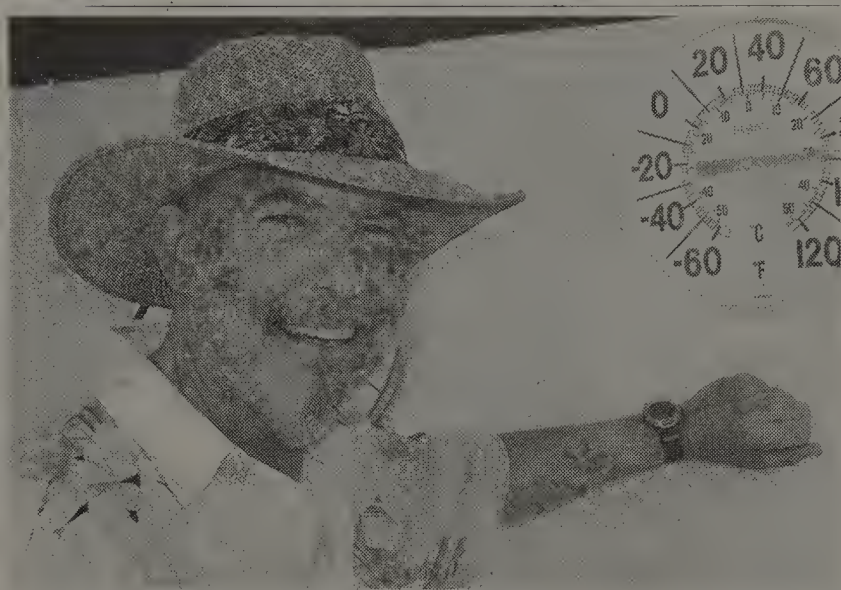
Even as the number of SC 50s entered dwindled from 11 to 8 before the start, this still looked like it would be an incredibly exciting class to follow — and the consensus on the docks was also that the overall winner could easily be an SC 50. Unfortunately, hopes for correcting out in the fleet were dashed in the nonexistent to very light winds just after their start. Pepe Parsons of Shep Kett's well-oiled *Octavia* reports that they ended up setting a chute in zephyrs off Bolinas — and you know that's not good. The leaders covered a mere 60 miles in the initial 15 hours. Ouch!

"From then on we had wind all over the place, from 12 to 17 knots," continues Parsons. "I've done four Hawaii races on SC 50s. Two of them took 9.5 days, and two of them took 10 days. Although we didn't have as consistently strong winds this year, we did the race in a relatively quick 9.5 days because the High was further north than normal, so we were able to sail a shorter, more rhumbline course. It was a pretty uneventful sail."

The much anticipated SC 50 battle turned out to be something of a bust. As expected, the higher-rating *Gone With*



WEST MARINE PACIFIC CUP 2002



Jack Bieda spent the day after the finish thinking he and Tom Sanborn had corrected out third in class. The next day he learned they had won.

The *Wind* — with co-skipper Bill LeRoy taking it easy after a triple bypass two months before — crossed the line first. But thanks to a late burst on the last day, *Octavia* easily saved her time.

"What sealed our victory was a great squall on the last night," says Parsons. "We jibed about 20' times to stay on the edge of it, and our last jibe put us onto port right at the finish with the wind blowing at 27 knots. That was the most wind we had during the race, and we steamed toward the finish at 17 knots."

Oddly enough, almost everyone in the division corrected out about two hours apart from each other, which isn't close at all for a race to Hawaii. Bruce Anderson's Long Beach-based *Chicken Little* was third.

Division F — City Lights

The SC 52-dominated Division F was much closer, with the top three boats — *City Lights*, *Azul*, and *Canтата* — correcting out less than an hour apart.

Jack Bieda, who chartered *City Lights* and co-skippered her with owner Tom Sanborn, said they had three objectives: 1) Have a good time. 2) Race hard, but be content with doing as well as the experience of the crew warranted. "If that meant last place, that would have been fine." And 3) For everybody to improve their skills. "Objectives are really important," says Bieda, "and we met all of ours."

This was Bieda's fourth Pacific Cup in a row. He'd done two with his Passport 40 *Trial Run*, and last time he crewed aboard the SC 52

Ariel. "I was going to take my boat again, but then Tom suggested we take his. I didn't object, because my Passport is a wave-crusher and the SC 52 is a surfer — and it's more fun to surf to Hawaii."

The all-amateur crew of *City Lights* consisted of friends of Bieda and Sanborn. One had done a circumnavigation, another was a neophyte, several had jobs in the marine industry, and the two best drivers — Nick Mason and Dave Sallows — used to own SC 50s. "We had a great crew, and started practicing a year ago. We sailed together about 20 times before the race, often aboard *Trial Run* during Friday night races off Berkeley. We also did

some nighttime sailing offshore. The practice on the smaller boat translated well to the bigger *City Lights*, as we had a very smooth and enjoyable trip. We didn't crash once, only blew out one chute, and hit a top speed of 19 knots off Molokai."

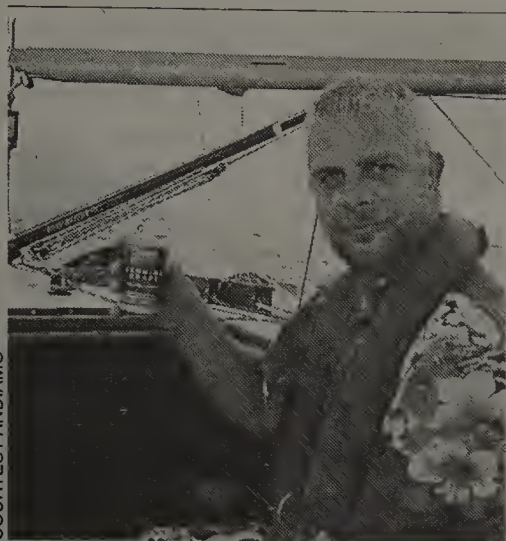
It wasn't a freeze-dried food trip, either, as on *Z-5*. They dined on lobster during the halfway party, and had enough left over for salad the next day.

Bieda is one of the keepers of the Pacific Cup flame. "This race is more fun than the TransPac because it's not so professional. There is a lot of camaraderie in the fleet, and people tend to help each other out, even before the start. So you get to know and become friends with a lot of great people. I worry about the effect the bigger glamour boats have on the race, because we want the Pacific Cup to remain a comfortable environment for amateur sailors, even those racing across for the first time. That the Wylie 27 and other small and low bud-

2002 WEST MARINE

C	F	Name	Type	Owner	Homeport	Elap. Time	Corr. Time
DOUBLEHANDED (started Mon., July 8)							
1	1	<i>Wildflower</i>	Wylie Cust. 27	Skip Allan/Tad Palmer	Capitola	12:18:55:22	07:21:55:22
2	4	<i>Two Guys</i>	Sonoma 30	D. Doyle & B. Burgess	Honolulu, HI	11:08:45:55	08:17:23:25
3	11	<i>Elan</i>	Express 37	S. Hancock & R. Kelsberg	San Francisco	11:11:26:42	09:04:44:12
4	16	<i>Andiamo</i>	SC 27	Mike & Tom Warren	Richmond	12:16:17:28	09:08:07:28
5	21	<i>Mirage</i>	Express 27	Terry & Steve Cobb	Pt. Richmond	12:16:47:29	09:15:39:59
6	39	<i>Surge III</i>	Express 37	C. Roskosz & B. Henderson	Santa Cruz	12:09:35:59	10:02:53:29
7	51	<i>Giant Slayer</i>	SC 27	Dave & Dan Garman	Des Moines, WA	13:16:12:10	10:08:12:10
8	57	<i>El Tiburon</i>	Passport 42	Michael & Rory Downing	San Francisco	14:02:36:16	10:19:31:16
9	61	<i>Moonshine</i>	Dog Patch 26	Robert Ward/Mike Robinson	Pt. Richmond	14:09:02:31	11:07:02:31
-	-	<i>Little O</i>	Olson 30	Roger Groh/Jim Bengtson	Sausalito	DNF	
DIVISION A (started Mon., July 8)							
1	2	<i>Spirit</i>	S&S 34	Steve & Ann Lewis	San Francisco	12:11:10:33	08:06:25:33
2	6	<i>Coquelicot</i>	Ranger 33	Bob Gray	Berkeley	13:01:09:10	08:20:24:10
3	8	<i>First Light</i>	Isl. Packet 380	Charles Shank	San Francisco	12:22:20:29	08:23:00:29
4	28	<i>Ripple</i>	Santana 30	Roger Wise	Alameda	14:12:43:00	09:19:30:30
5	31	<i>Coyote</i>	Hawkfarm 28	Arnold Zippel	Richmond	14:09:18:32	09:23:41:02
-	-	<i>Gaea</i>	Tayana 37	Chalmers Ingersoll	San Francisco	DNF	
-	-	<i>Shenanigans</i>	C&C 36-1 DK	Michael Maloney	San Francisco	DNF	
-	-	<i>WyEast</i>	Cascade 36	Frank Colistro	Portland, OR	DNS	
DIVISION B (started Mon., July 8)							
1	12	<i>Total Eclipse</i>	Kalik 40	Karen & Gary Rossow	Annapolis, MD	12:01:30:29	09:05:15:29
2	15	<i>Bequia</i>	Beneteau 411	Dennis Ronk	Vallejo	12:01:40:29	09:07:35:29
3	17	<i>Cayenne</i>	Passport 40	Michael Moradzadeh	Belvedere	12:19:30:06	09:09:42:36
4	18	<i>Alycine</i>	Hinckley 42	Jack McGuire	Aptos	12:14:27:07	09:12:14:37
5	29	<i>Sonata</i>	Morgan 38	Neal Berger	Sausalito	13:12:19:12	09:20:01:42
6	34	<i>Halcyon</i>	Olson 911-SE	Don Stoneburner	San Francisco	13:15:51:42	10:00:39:12
7	50	<i>Free Spirit</i>	Jeanneau 40	Doug Perry	Jackson, CA	13:01:59:30	10:07:54:30
8	52	<i>Alessandra</i>	Jeanneau 36.2	Francis Riegler	Marina del Rey	13:19:07:04	10:08:14:34
-	-	<i>Mimos</i>	Ericson 41	N. Winssinger & S. Barluenga	San Diego	DNF	
-	-	<i>Victoria!</i>	Gal 40 Mod.	Timm Lessley	Portland, OR	DNS	
DIVISION C (started Tues., July 9)							
1	3	<i>Naughty Hotty</i>	Cust. Wylie 38	Susie Grubler	Lahaina, HI	10:20:46:05	08:11:53:35
2	5	<i>Sam</i>	Cust. Lucas 48	Tom Alexander	San Francisco	11:05:53:22	08:18:50:52
3	7	<i>Mintaka 4</i>	Farr 36 Mod.	Gerry Brown	San Francisco	11:08:45:14	08:21:10:14
4	10	<i>Bodacious</i>	Farr 40 1T Mod.	J. Clauser & B. Tosse	San Francisco	11:06:17:33	09:04:27:33
5	23	<i>Petard</i>	Farr 36 Mod.	Keith Buck	San Francisco	12:08:11:57	09:16:49:27
6	26	<i>Marishanna*</i>	Wylie 38	John Freeman	San Francisco	11:18:14:44	09:18:34:44
7	35	<i>Setanta</i>	Baltic 42 DP	Gerard Sheridan	San Francisco	12:07:37:55	10:00:55:25
8	36	<i>Speedy</i>	Olson 30	Doug DuBois	Park City, UT	12:09:51:24	10:00:58:54
9	46	<i>Coyote*</i>	B/F 40	Peter Cullum	Richmond	12:07:17:54	10:05:27:54
-	-	<i>Alakazam</i>	JDF 30	Paul Bergman	Anacortes, WA	DNF	

TORTOISES AND HARES



Beer here? Tom Warren of 'Andiamo' appears stunned to be holding a cold beer — delivered from 'Alcyone' in the middle of the Pacific.

get boats corrected out on top was terrific! I don't mind the big boats — as long as their participation isn't at the expense of the little guys — so I go to the Pacific Cup board meetings to try and keep it that way."

Barry and Wo Schiffman's talent-laden SC 52 *Azul* corrected out second

by just over half an hour. Ron Kuntz's Andrews 53 *Cantata* was third, just 15 minutes behind *Azul*.

Reporters Notebook

— The semi-official race song, as created by Suzie soon-to-be-Livingston, and sung to the tune of *Oh Lord, Won't You Buy Me A Mercedes Benz*:

Oh Lord, won't you buy me a new Reichel/Pugh,

My friends all have big boats, some have a few.

I worked hard all my lifetime, good things are due.

So, oh Lord, won't you buy me a new Reichel/Pugh?

— The sound of the Pacific Cup burgee flapping on *Two Guys on the Edge* became so annoying that Bruce Burgess grabbed a knife and went aft to cut it off the Spectra backstay. "I slipped as I began cutting, and nicked the Spectra backstay down to about three strands! I almost cut the rig down, so Dan took my



Bad news Steve Baumhoff. As if the 'Entropy' crew shirts weren't gaudy enough, the boat leis were strings of airline liquor bottles — Jack Daniels and such — instead of flowers. "A guy finishing a Pacific Cup is like a camel," Baumhoff proclaimed. "He needs a drink and a hump."

knives away."

— For once, there were no battles between the dockmaster and the owners of big boats who had to vacate the docks to make way for new arrivals.

— While peeing off the transom halfway across, Jonathan Livingston was startled to pass close to a sloop being singlehanded from the Channel Islands to Hawaii. "He lost his autopilot the first day, most of his sails were torn, and his engine was down. He hadn't seen anyone in 24 days, so he cried when he saw us. We notified his family that he's still alive."

— Skip Allan, overall winner with *Wildflower*, suffered a torn ACL while climbing Half Dome a month before the start. "The doctor wouldn't clear me until I was done with rehab — which wasn't until three days before the start."

— The funniest part of Allan's trip was on the first night, when a wave broke over him at 0300 and inflated his PFD. "After a lot of trying, I couldn't figure out how to deflate it, and I didn't want to wake Tad, so I stabbed it."

— Thar she blows! According to Mark Sims, bowman on *Z-5*, a large whale made an awesome breach just to the front and side of the boat.

PACIFIC CUP RESULTS

C	F	Name	Type	Owner	Homeport	Elap. Time	Corr. Time
DIVISION D (started Wed., July 10)							
1	9	<i>E.T.</i>	Antrim 27 Mod.	Todd Hedin & Liz Baylis	San Francisco	11:02:50:54	09:02:48:24
2	13	<i>Rainbow</i>	Mumm 30	Bent Dietrich	Hamburg, GER	10:16:09:10	09:05:29:10
3	14	<i>Scorpio</i>	Cust. Wyllie 42	John Siegel	Santa Cruz	10:08:09:15	09:08:09:15
4	20	<i>Bull</i>	Sydney 40T	Seth Radow	Marina del Rey	10:01:33:59	09:15:16:29
5	22	<i>Sceptre</i>	J/130	Bob Musor	San Francisco	10:12:18:02	09:16:48:02
6	25	<i>Bravado</i>	Cust. Elliott 46	Charles Breed	Alameda	11:01:24:31	09:17:27:01
7	37	<i>Solution</i>	SC 40 Mod.	Fred Hibberd, Jr.	San Francisco	11:08:24:40	10:02:04:40
8	49	<i>ProMotion</i>	SC 40	Robert Stege	Santa Cruz	11:18:24:21	10:07:11:51
9	58	<i>Kolohe</i>	J/130	Mark Tilden	Portland, OR	11:15:51:02	10:21:26:02
10	62	<i>Fast Reorg</i>	Cust. Hunter 50	Tom Dameron	Marina del Rey	12:15:07:51	11:16:55:21
—	—	<i>Syngé</i>	Synergy 1000	Mike Amirault	Seattle, WA	DNS	
DIVISION E (started Thurs., July 11)							
1	19	<i>Octavia</i>	SC 50	Shep Kett	Santa Cruz	09:15:08:38	09:15:08:38
2	24	<i>Gene With Wind</i>	SC 50	B. LeRoy & J. Cascino	San Francisco	09:12:14:40	09:17:07:10
3	27	<i>Chicken Little</i>	SC 50	Bruce Anderson	Long Beach	09:17:40:37	09:19:18:07
4	30	<i>Roller Coaster</i>	SC 50	Jack Gordon	Santa Cruz	09:21:57:41	09:21:57:41
5	32	<i>Entropy</i>	SC 50	Bartz Schneider	Crystal Bay, NV	10:01:31:07	10:00:27:07
6	40	<i>Anomaly</i>	SC 50	William Elmer	Seattle, WA	10:09:58:19	10:03:28:19
7	41	<i>White Caps</i>	SC 50	Bob Nance	San Francisco	10:03:37:25	10:03:37:25
8	53	<i>Emily Carr</i>	SC 50	Ray Minehan	Sausalito	10:06:59:13	10:10:14:13
—	—	<i>Oaxaca</i>	SC 50	Patti & Dick Cranor	San Francisco	DNS	
DIVISION F (started Thurs., July 11)							
1	42	<i>City Lights</i>	SC 52	Tom Sanborn	San Francisco	10:05:15:55	10:03:38:25
2	43	<i>Azul</i>	SC 52	Barry & Wo Schiffman	Cape Arago, OR	09:20:08:05	10:04:15:35
3	44	<i>Cantata</i>	Andrews 53	Ron Kuntz	Oceanside	09:20:57:24	10:04:32:24
4	48	<i>Natazak</i>	SC 52	Steve Williams	Santa Cruz	09:23:04:20	10:07:11:50
5	54	<i>Ariel</i>	SC 52	Jim & Diana Freeland	Ko Olina, HI	10:08:34:02	10:13:26:32
6	56	<i>Bengal II</i>	Ohashi 52	Yoshihiko Murase	Hekinan, Japan	09:15:48:18	10:19:25:48
—	—	<i>M-Project</i>	J/N 50	Manouch Moshayedi	Newport Beach	DNF	
—	—	<i>Velos</i>	Tanton 72	Kjeid & Borge Hestehave	San Diego	DNS	
DIVISION G (starts Fri., July 12)							
1	33	<i>Alta Vita</i>	Dav. TP-52	Bill Turpin	Santa Cruz	08:04:42:00	10:00:34:30
2	38	<i>J-Bird III*</i>	And. TP-52	David Janes	Newport Beach	08:06:28:31	10:02:21:01
3	45	<i>Rosebud</i>	R/P TP 52	Roger Sturgeon	San Francisco	08:09:06:00	10:04:58:30
4	47	<i>Rage</i>	Wyllie 70	Steve Rander	Portland, OR	07:22:32:10	10:05:47:10
5	55	<i>Pegasus 77</i>	R/P 77	Philippe Kahn	Honolulu, HI	07:04:21:40	10:16:51:40
6	59	<i>Zephyrus V*</i>	R/P 86	Bob McNeil	San Francisco	06:20:46:57	10:22:16:57
7	60	<i>Mari-Cha III*</i>	Briand 147	Robert Miller	Hong Kong	06:23:20:45	11:00:50:45

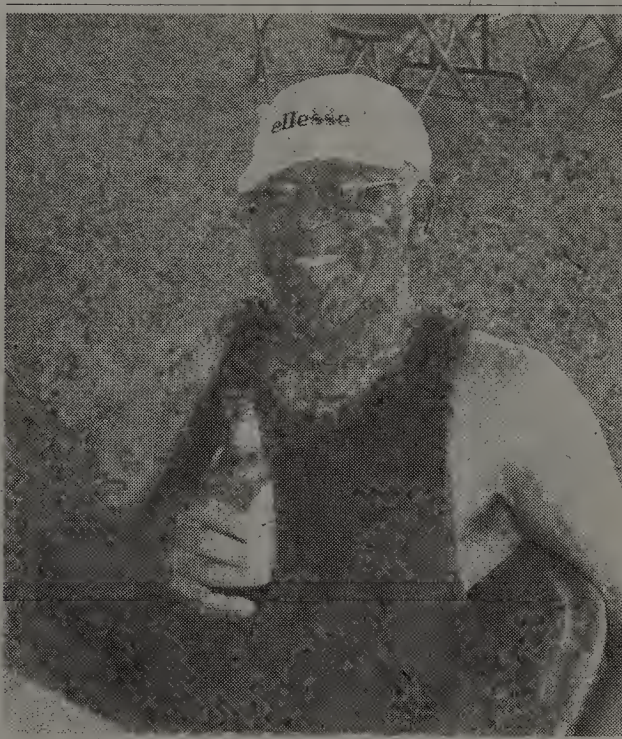
* Results include penalties/credits.

WEST MARINE PACIFIC CUP 2002

"If our boom was carried in the normal position, we would have hit the whale."

As usual, the Pacific Cup generated about a million more stories than we have room for, even in this relatively benign year. Perhaps the strangest saga of all belonged to the Ericson 41 *Mimos*, which — in a Pacific Cup first — was abandoned mid-race due to rudder failure. See *Sightings* for those details, as well as the scoop on the five other DNFs.

In summation, the 2002 West Marine Pacific Cup wasn't the biggest, nor was it the fastest — but it may well have been the most pleasant and interesting of the dozen 'Fun Races to Hawaii' to date. And even Hollywood couldn't have scripted more heart-warming ending — amateur sailors on old boats, led by a 'slow train', improbably swept the overall standings, defeating the hired guns and the millionaires. It was David vs. Goliath, the tortoise and the hare, and *The Mouse That Roared* all



Bob Nance of the SC 50 'White Caps' has the spirit of the Pacific Cup down cold. He won overall a few years back when he had a humble Newport 30, but now sails a sled. Does he want them to change the ratings to make it easier for sleds to win? "No way. Surfing down the waves is orgasmic, but I think it's terrific that the small boats win."

rolled into one — and, thanks in large part to Mother Nature, the little guys prevailed.

This will also be remembered as the year the Pac Cup was 'discovered' by serious racers, and the year it lost some of its innocence. At least half the fleet was TransPac-caliber, and the ante will only keep going higher. If the Pacific Cup intends to retain and build upon this fortuitous turn of events, it needs to address all sorts of issues, especially the subjective PHRF/PCR rating system (grand prix boats with a \$35 rating?), their woefully inadequate scoring program, and the lack of a serious PR effort during the race. The Pac Cup is at the crossroads and, in our opinion, the PCYC board has its work cut out for it before the next race.

But don't get us wrong — from its humble beginnings in 1980 to this year's glamfest, the Pacific Cup remains a great event, and this year's 2002 edition was one of the best. We'll be interested to see where the race goes from here.

— latitude 38

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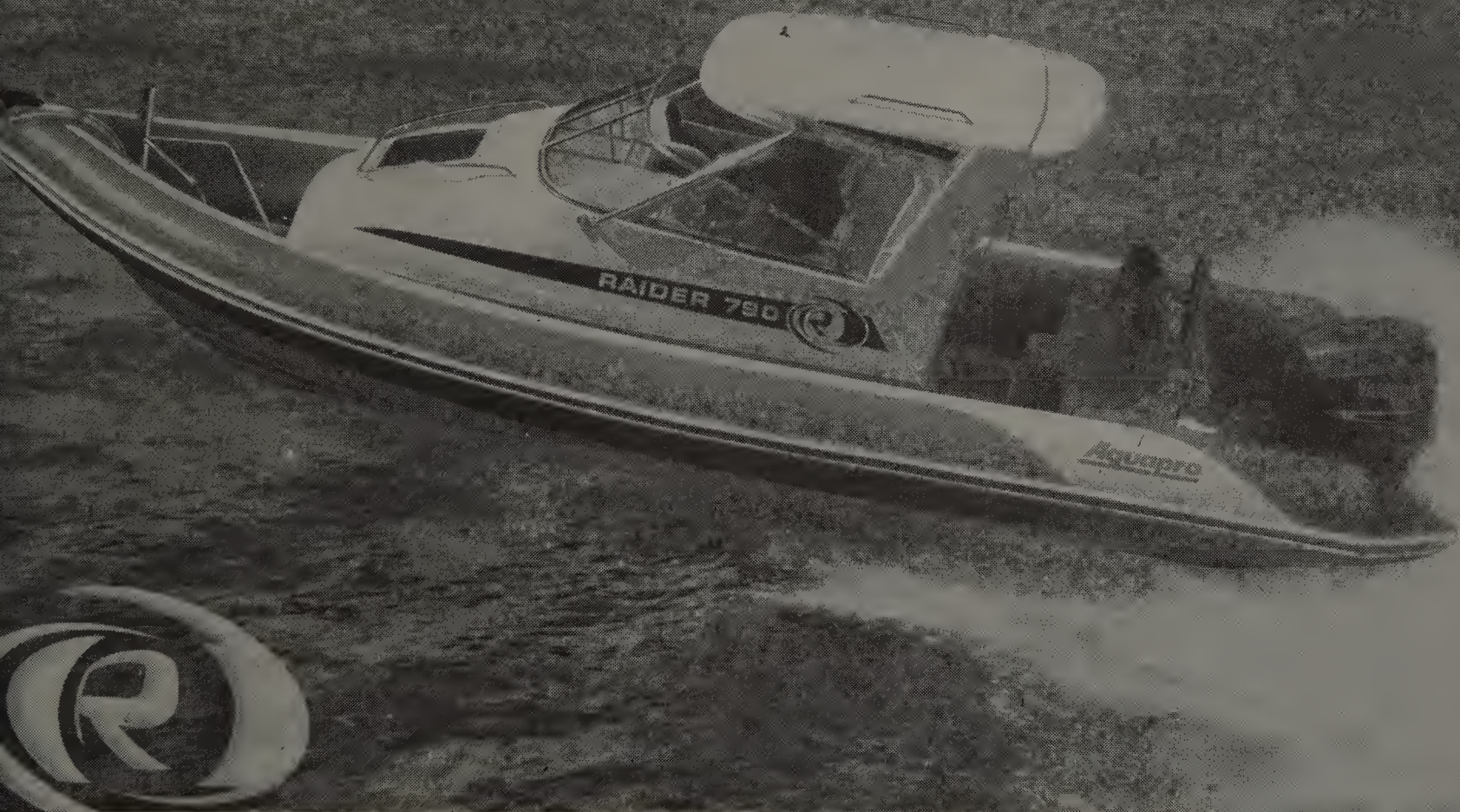
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THE CRUISE

As always, you readers amaze us. When we asked last month for favorite Delta stories, memories and anecdotes, we had no idea we'd receive so many wonderful responses, many with great photos to accompany them. We hope to use every one of you Roving Reporter's contributions in an upcoming issue. But for this month, we decided to go with only the very first response we received. We think you'll see why as soon as you start reading.

In September, 1948, my wife and I and our three-month-old baby explored the Delta in our 18-ft sailboat. When the latest issue of *Latitude 38* called for articles about the Delta, I dusted off a draft of this first experience. Its yellowed, silverfish-nibbled, ink-corrected pages

Our first day took us past the still-active whaling station at San Pablo Straits.

brought back fond memories and half-forgotten details of our trip.

We offer it with the hope you may recapture the spirit of adventure and discovery of your own youth and also that you will enjoy a bit of the 'then vs. now' stuff about your — and our — beloved Delta cruising grounds.

The Cruise of the Laundry Basket started out with the declaration that it was being written "for the potential sailor who believes himself moored fast ashore by a diaper pin." In the ensuing 50+ years, Helen and I have seen whole books offering inspiration and encouragement about travel with young children, but at the time, we felt quite unique.

Our friends expressed surprise and dismay at the prospect of our undertaking a trip "all the way to Sacramento" with Robert in our little sailboat. However, the small cabin was tight and dry and we'd learned it could be heated in the coldest weather simply by lighting a barn lantern — which also served as our cabin light and sometime anchor light.

Looking back, I now know the naysayers are the people who predicted calamity when I started downhill skiing at

the age of 55. Or wrung their hands about our travels to exotic places where untreated water is not safe and English is not spoken. Forget them! No mere diaper pin restrains them. Their keels are set in concrete!

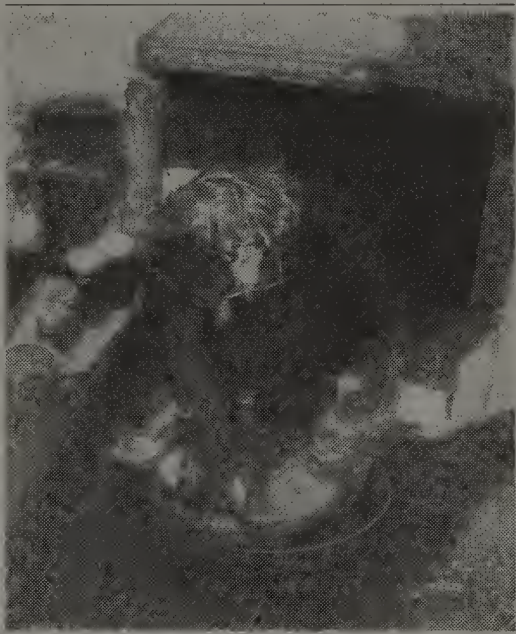
Our craft, *Jackpot*, was an arc-bottom, fin-keeled 18-footer with a self-bailing cockpit and just room enough for two sleeping bags in the tiny cabin — with a laundry basket for young Robert between them. A large, long-handled enamel saucepan we had found in a dump served as the head. We fashioned a container for the stove out of an old kerosene tin. With a slot down the side, this held a frying pan or pressure cooker firmly in place. A hole near the bottom allowed us to work the controls of the little Swedish primus.

With its club jib, 3-horse outboard and kerosene running lights, *Jackpot* was a sturdy and simple boat with none of the 'amenities' to break (and keep yachtsmen broke), as all of us who have traded up have experienced.

Our first day took us past the still-active whaling station at San Pablo Straits. My yellowed journal reveals no thoughts or worries; apparently "sustainable yield" had not yet entered the collective consciousness. We arrived at Vallejo the same day as the fall Vallejo Race, encountering at most two or three dozen boats, which was par for the course in those days. We pulled up to the old

Vallejo Yacht Club float. (The tide must have been in. Only two inches of water covered the mud at low tide, as we were to find out to our vast distress on a later trip.)

The wife of the boat's former owner was there to greet us as we tied up —



MALCOLM SOWERS

and for years would retell the story of her surprise when she heard me say, "Helen, pass up the baby." Up came the gurgling, contented infant in a yellowed wooden laundry basket of the cheapest construction. (Today's plastic folding marvels costing half as much as our whole boat had yet to be invented.)

The next day was the start of the Labor Day weekend. We took the morning tide through Carquinez Strait, then passed row upon row of mothballed Liberty Ships stretching almost to the entrance of Suisun Slough to the north. I was intimately familiar with many of these sisterships of the recently-restored *Jeremiah O'Brien*, having helped fashion bow frames during my college summer vacations working graveyard shift in Kaiser's Richmond Number Two Shipyard. A 20-pound sledge hammer on red hot steel was wonderful, grimy work for a macho young college student. The pay? \$10 a day, \$15 for graveyard shift. Suffice it to say, I felt I owned those ships.

We had almost passed the mothball fleet when my rudder began to move

OF THE LAUNDRY BASKET



Above, laundry day aboard 'Jackpot.' Below left, young Robert gets a bath in a turkey basting pan. Note jars of blackberry jam to left.

with the randomness of a drunken goldfish. Dousing the main and steering with the outboard and jib, we headed for Suisun Slough. We were pretty glum about finding a place to make repairs, especially on a holiday weekend. Our 12-year-old chart certainly offered no enlightenment. The great, information-packed 'fisherman's charts' like we have today were still a decade or two away.

Approaching Suisun Slough, we were making little progress against the ebb. A couple of commercial fishermen took pity on us and took us under tow. They told us about a group of fishing shacks next to their base where an old man — a former shipwright — might be able to help.

We anchored off the shacks and rowed ashore in the military surplus liferaft we'd dubbed "the elephant." As we approached the rickety docks, we heard gunshots, then saw a man approaching. He tried to hide a brace of ducks behind his back as we tied up, then showed relief on seeing we were just a couple of

kids. This was our introduction to John, who built rowboats and conversed in a thick Scottish brogue. Learning of our plight, he asked if we were in a hurry. Our hearts sank, and we mentioned our precious two weeks vacation.

"Well, you aren't going anywhere special tonight, are you?" he asked. "Let's see what we can do about it in the morning."

The next day we searched his scrap

The fishing camp where John the Scottish shipwright helped fix 'Jackpot's' rudder.

pile for a suitable piece of plywood — most of which looked like he'd salvaged from the Bay — and made a splint for our broken rudder with his borrowed tools. Not quite sure the plywood was waterproof, we painted the edges and connected the whole thing together with a dozen long copper rivets he provided. It worked so well we didn't replace it for nearly another year.

By the next morning, the paint had dried. We hung the rudder, retrieved our Jello from John's icebox, took our laundry out of the rigging and prepared to leave on the flood tide. John wouldn't take a cent, not even a "couple of bucks to buy a beer." He said only that he'd knocked about the river when he was a young fellow and had been helped lots of times. The other fishermen echoed his sentiments, saying they wanted to think someone would help them out if they were in trouble. They invited us to come back on our way home, adding that this was their last season of commercial salmon fishing, even though anything smaller than a 10-pound bass would go right through their nets. "But you can't tell a sports fisherman that," added one.

In those days, you could transit Montezuma Slough and we enjoyed a leisurely sail through the tules with the occasional farmhouse in the distance. We always kept an eye out for a place to replenish our water supply.

Another day's sail took us up the broad reaches of the Sacramento, dodging the salmon fishing nets, which were strung across the river. They were quite inconspicuous but we learned to be on the lookout for the small boats tending them, which would generally be moored up against the levee. Arriving at Steamboat Slough with its delightful overhanging shade trees (long since "improved" by Corps of Engineers chainsaws), we



MALCOLM SOWERS

MALCOLM SOWERS

THE CRUISE

were able to replenish our supplies and fill our nearly-empty water cans at the small grocery store there.

Or at least the store that had been there. We were told it burned down earlier that summer, but business was still brisk in a little makeshift shack that catered to the dozen or so boats that typically lazed away the summer there. We learned that one such family had spent a month or more there with their little child playing on the banks in a lifevest made of kapok — in the days before the Coast Guard required kapok to have plastic covers. At the end of the season, they decided to give the putrid, smelly old jacket the heave-ho — and it promptly sank!

In those days, lifejackets for smaller children were non-existent. When Robert got a little older and learned to stand in his basket, hold onto the mast and look out the window, I made him his first lifejacket out of canvas stuffed with kapok and tied it to him and the boat via a large grommet sewn into a flap in the back. He learned to keep his balance by walking sideways before he could really toddle forward!

We had arrived at Steamboat Slough in the middle of a heat wave. We didn't argue the point. On those hot summer nights, the overnight riverboat to Sacramento would round the point and flash its searchlight on the boats anchored near the upper entrance to Steamboat Slough. The women, sleeping nude on the cabin tops, would play their part in this game by turning over on their tummies as the riverboat steamed past.

We spent the next breeze-less days loafing along on our way to Sacramento under power, anchoring during the hottest part of the day, with an awning over the boom to keep the cabin cool(er). Our baby was a totally contented little bundle of joy. He didn't even develop a heat rash! We kept him under the mosquito netting in the laundry basket. A turkey basting pan served as his bathtub. When the flies discovered our cabin was a refuge from the heat, we bought bug spray, gave them just enough to chase them out, then rigged more netting over the companionway and front porthole.

We washed diapers by tying them on a rope and dragging them behind the boat. One day we fished and caught several crabs for dinner — and were only mildly dismayed, on motoring on, to see we had caught them only a few hundred yards below a major sewer outfall. In

THEN AND NOW

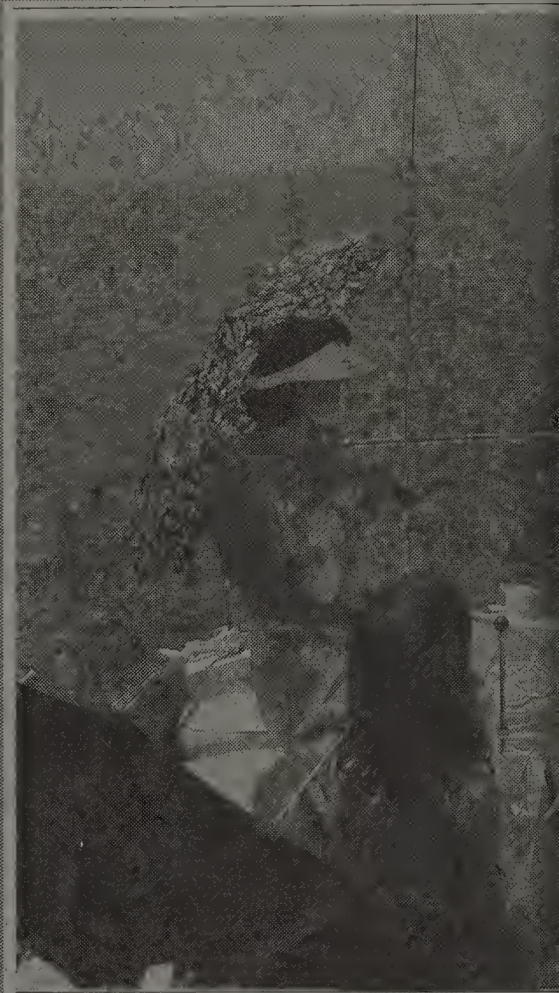
It's funny how things happen sometimes. The same day we received *Crutse of the Laundry Basket* in the mail, *Latitude* ad rep John Arndt returned from his first cruise to the Delta with wife Leslie and daughters Sarah, 10, and Hannah, 7. (Although he's done the Ditch Run and visited Tinsley Island, he had never "done" the Delta on his own boat.) Not only that, he buddy-boated with another couple, John and Therese Vreeland, who were sailing up for their first time with daughters Baylin, 7, and Story, 4. John was sailing his new-to-him Ranger 33 *Summer Sailstice*, while the Vreelands were aboard their Catalina 27 *Layla*.

We thought it would be interesting to juxtapose the high points of this recent trip with that of the Sowers' trip 54 years earlier. But the more we listened to John's enthusiastic play-by-play, the more we realized how little things had changed up Delta way.

"We planned the trip by photo-copying five years worth of *Latitude* stories and kind of planning our destinations from those," says John. "The other consideration was that we didn't want to try to do too much this first time. A main goal was to make sure the kids had fun and would want to do it again."

After a serene sail north under spinnaker and umbrellas (to shed sun, not rain) through San Pablo Bay, the Arndts shortened down to a big genoa at Benicia for the gentle reach into the Delta proper. About 12 hours after they had left the dock at Corinthian YC, they and the Vreelands "anchored out" at Horseshoe Bend on Decker Island for an uneventful first night.

This area, just off the main River, was so pretty that the next morning, they decided to stay — and that they should really figure out this fore-and-aft Delta mooring where one end of the boat is tied



off to a tree on shore.

"We had no idea of the proper way to do this," says John. "So we just made it up as we went along. First we tried putting Therese in the water near shore and nosing the boat up to her so I could throw her a line. But the stern rode was too short and the boat just stopped about 10 feet away. The next time, the bow line wasn't long enough, plus as soon as we slowed down, the cross current took the boat sideways." The deed was finally done by resetting the stern anchor, and Therese heroically running an extra long bow line ashore to a big tree. Needless to say, this was the entertainment highlight of the week to the other eight boats parked nearby.

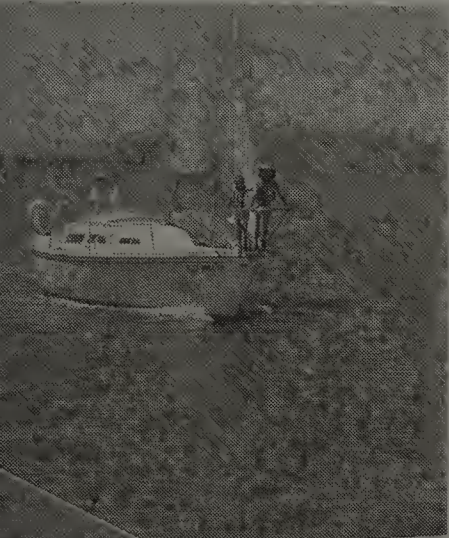
those days, viruses and toxics in sewage had not penetrated public consciousness and sewage was scarcely treated before being dumped in the nearest moving water.

One morning we donned bathing suits and swam to shore, where we discovered ripe blackberries on the levee. We quickly swam back to the boat, armed ourselves with pots and pans and returned to shore. The berries that didn't suffer a quick fate were collected, and as we motored upriver in the cool of evening, we rigged the cockpit table, got out the pres-

sure cooker and primus, along with some Mason jars and sugar brought along for just such a purpose. Result: six quarts of blackberry jam.

We finally reached our goal, the Sacramento River Bridge, but as there was no convenient mooring (an omission the merchants of Old Town remedied only recently), we simply turned around and started back. The last few days had been a long grind with no breeze. The river current had only slowed with the

OF THE LAUNDRY BASKET



JOHN AND THERESE VREELAND



From the first-timers' Delta scrapbook (clockwise from left) — cruising north in company with 'Layla'; the talent show; 'Captain Sarah' takes the whole crew out; rafted in Potato Slough with the spinnaker pole 'tree swing' rigged; Ken and Beth on 'anchor watch.'



JOHN ARNDT



JOHN ARNDT



JOHN AND THERESE VREELAND

JOHN ARNDT

The two families rafted together every night, mainly to share cooking, but as it turned out, it was an ideal 'break' for the kids and adults, too. While the big people had afternoon cocktails on one boat, the kidlets kept busy playing cards or hide-and-seek on the other. In the toy department, the Arndts brought their DeWitt dinghy; the Vreelands had a kayak. Both were employed throughout the day by both big and little kids. And even moreso at their next stop, Bedroom #2 at Potato Slough. Here — following another *Comedy Central* improv skit on the "anchoring to shore" theme — the Delta really came into its own for the two families. Well, actually, four families if you count Ken Pimentel and Beth Wotton and Ken's

two boys, Nick and Sean on the Beneteau 42s7 *Remedy* — whom our heroes ran into there — or Jim and Meredith Tull with their 6-year-old twins Jane and Emily on their Beneteau Oceanis 321 *Bella Luna*, with whom they rendezvoused there.

In fact, everyone was having such a ball that they decided not to go home as planned to see Fourth of July fireworks. But, again, the Delta didn't disappoint. "Potato Slough is a ringside seat for the fireworks at Mandeville Tip, and they were fabulous!" says John.

Of course, no Delta trip is complete — and no one is really initiated — until they run aground. Both the Arndts and Vreelands managed to do so on the way

home. Diehard sailor John ("I can't understand why anyone would motor when the wind is blowing"), managed to free *Saltstice* by setting his spinnaker. . . only to realize once the big sail heeled the boat and got her off the mud, he was headed full tilt boogie for the other side of the narrow San Joaquin River channel near Antioch. A Chinese fire drill ensued, but with Sarah on the helm, John and Leslie gathering the released kite, and Hannah helping stuff the big sail below, they narrowly avoided disaster.

"It was a great first time and a great destination," concludes John. "We're already planning the new places we're going to visit next year. But the main goal is to learn how to anchor gracefully."

diurnal variation of the tide in the lower reaches — and our 3-horse outboard was barely a match for the outgoing current.

Now, thankfully, the heat wave ended in grand style with a 'yachtsman's gale' as we started our return trip. We scooted along in the moonlight in the protection of the levee and only occasionally were forced to cross more exposed water. The next day we reached Steamboat, again replenished our supplies at the little store and decided to take the recommendation to go home via Georgianna Slough, which turned out to be a good

choice.

After circling the entrance a few times while the bridgekeeper waited for a black woman to move a long bamboo fishing pole that was leaning against a chicken coop, the bridge finally swung open over the tops of the shacks and we passed into the (then) little-used waterway. The Slough was narrow, with wild grape-festooned trees on the banks, and more than enough fallen trees sticking up out of the water. At one turn, we saw a couple of big fat white ducks. Before we could think about duck dinner, we rounded the

turn and came upon a tiny Chinese farmhouse — the only habitation, as I recall, along the entire length of Georgianna Slough.

After reaching the junction of the Mokelumne River, we had enough space for sailing and turned off the outboard. We were real sailors again, adventuring our way home through deserted waterways with names that have since become familiar to us — and are nowadays crowded with speedboats, houseboats, sailboats, water skiers, jet skis, marinas, retirement condos and 'facilities' of ev

THE CRUISE

ery description. A veritable "decompression chamber" for the *threefold* increase in our population.

On our way home we passed the graying hulks of the deserted sardine canneries lining the shores of Antioch and Pittsburg. Looking back I see we then gave it scarcely more thought than we'd given to the whaling station. In those days, with a world population of 'only' two billion, everyone ate everything we could get our hands on and then turned to the next available source.

The canneries and the fishing fleets hung on as long as they could. At that time, we considered the loss of the sardines as a mystery. Perhaps the anchovies would expand to fill the sardines' ecological niche? They didn't.

We now know that sardines, like so much of the animal kingdom, flourish on a boom and bust cycle. Meanwhile, in a desperate effort to sustain jobs and capital investment, they were hunted

until we'd largely eliminated the breeding stock necessary to ensure the next expanding cycle. Ironically, I read recently that when the 'boom' eventually did return, we had no boats to harvest them and no factories to process them.

On a more personal note, when we looked above Pittsburg toward Camp Stoneman I would — on this and subsequent trips — marvel at my good fortune. During World War II, the Army had been putting me through medical school and I had not gone through the embarkation center there. How little we wish to look ahead, nor allow for the shifting prospects of fate! Even when, in 1948-1949, as our Bay races required us to dodge troop ships headed for Korea, I failed to see this as a portent of my future. Yet only one year later, my beloved *Jackpot* was sold and I found myself in a Captain's uniform of the Air Force Medical Corps at Camp Stoneman awaiting shipping overseas!

In any case, fate was kind. I had the wooden hull of a 24-footer built in Japan and shipped home at the end of my tour of duty. I finished it myself at Allemand Brothers Boat Yard in San Francisco. In completing this project, I learned the true meaning of the Japanese expression, "He who hasn't climbed Mt. Fuji hasn't lived. He who climbs it twice is a fool."

It took until 1955 to complete *Randori*, and now with *four* children, we resumed our love affair with San Francisco Bay and Delta sailing.

The Delta is still a wonderful, magical place we have returned to many times, in many boats, and with many friends, children and even grandchildren. As one of our guests once said, "With all that brown water it can't be all bad."

— malcolm sowers

Editor's Note — Malcolm, now 80, still sails (an Islander 30 out of the Island YC), he still skis, and he still makes cruises up to the Delta.

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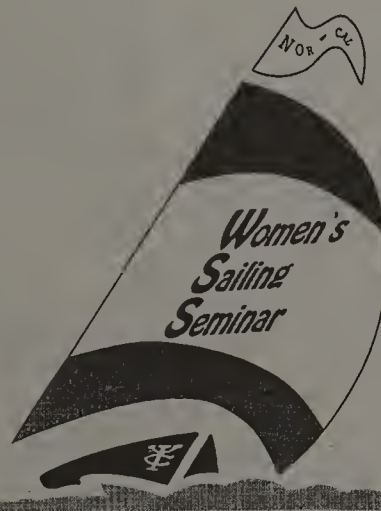
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NORTH SAILS RACE WEEK

Talk about good fortune. Tom 'Rip' Carruthers, who owns the J/105 *Incorrigible* as well as the J/World Sailing School in San Diego, was on the fence about going to Long Beach for the 18th Annual North Sails Race Week on June 28-30. He loves the regatta, partly because he's been on a roll, winning class honors the last three years, first on his N/M 30 *Invincible*, and then twice on the chartered J/105 *Clouseau*. But this year he lacked a tactician, time was short, and the whole thing was starting to seem like a hassle. A phone call from Newport Beach J/Boat dealer Jeff Trask changed all that.

"Do you have any room on your boat?" inquired Jeff. "I was wondering if you could take Steve Flam with you?"

"Hell, yes, I have room for him!" replied Rip, who — though he had never really met Steve — was well aware of his reputation as probably the most sought-after tactician in Long Beach.

"There are just two small hitches," continued Jeff. "One, you can't scream and yell like usual. And, two, if you take Steve, you have to take his dad, Barney, as well. He's thinking about buying a 105, and wants to do some field research."

"Let me get this straight," said Rip, scarcely believing what he was hearing. "You're not only are offering me the best local knowledge guy in Long Beach, but I get the guy that taught him everything he knows, too? Hurry! Sign them up now before they change their minds!"

We'll interrupt this Cinderella story just long enough to paint the broader picture of North Sails Race Week, which is universally regarded as the best regatta in Southern California. Founded by Bruce Golison in 1985, the regatta quickly went through two other sponsors before 'Big Blue' — North Sails — came aboard as the title sponsor 15 years ago. Other sponsors this year were Nautica Watches, Team McLube, and J/Boats. For the last three years, Marblehead sailing promoter Peter Craig (Premiere Racing) has also been involved, and NSRW is now honed to perfection.

The regatta pioneered several things we now take for granted — the arbitration system (an alternative to formal protests), pre-race instructional seminars by rockstars, regatta-specific PHRF ratings (mainly for the big custom boats), and — gasp! — holding the shoreside festivities in a hotel (the increasingly-funky



SAILING PHOTOS RICH ROBERTS; ALL OTHERS LATITUDE/ROB

Top, 'Incorrigible' never won a race, but was named the outstanding performer. Below, the J/120 class had their cake and ate it, too.

Seaport Marina Hotel, aka the 'Pink Palace') instead of a yacht club. Golison does, however, rely heavily on volunteers from his yacht club — Alamitos Bay YC, a hardcore racing club — to pull off the logistics of running the race on the water.

The regatta consists of five races — a late afternoon race on Friday, and two

each on Saturday and Sunday. This year, a record 171 boats in 13 classes competed on three different circles in light and shifty conditions — a far cry from the normally robust sea breeze which Long Beach normally enjoys. Given the excellence of the race management, many classes once again elected to let NSRW double as a class championship — the J/120s used it as their Nationals, the Farr 40s dubbed it their PCCs, the J/24s used it as their Western Regionals,

— WINNING ONE FOR THE RIPPER



Clockwise from top center — Rip Carruthers ('Incorrigible') won the big door prize; it's only 'Rock N' Roll'; owner/driver Paul 'PK' Kent (with trimmer Howard Bentley) had a nice debut in his new Farr 395 'Chance'; 'Wasabi' breaks a jib; the Farr 40s 'Revolution' and 'Temptress'; the J/120 'Chance'.

and so on.

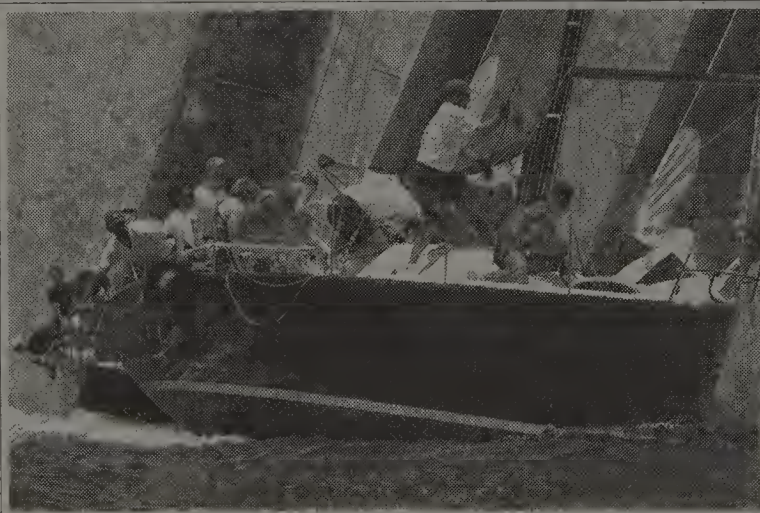
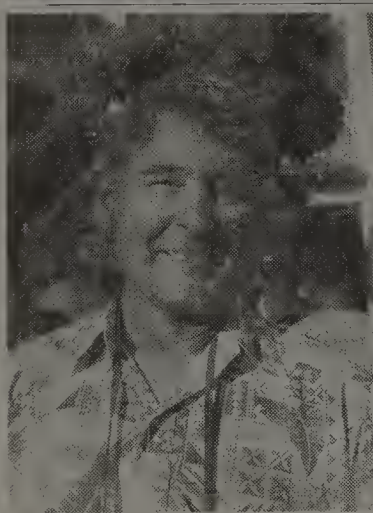
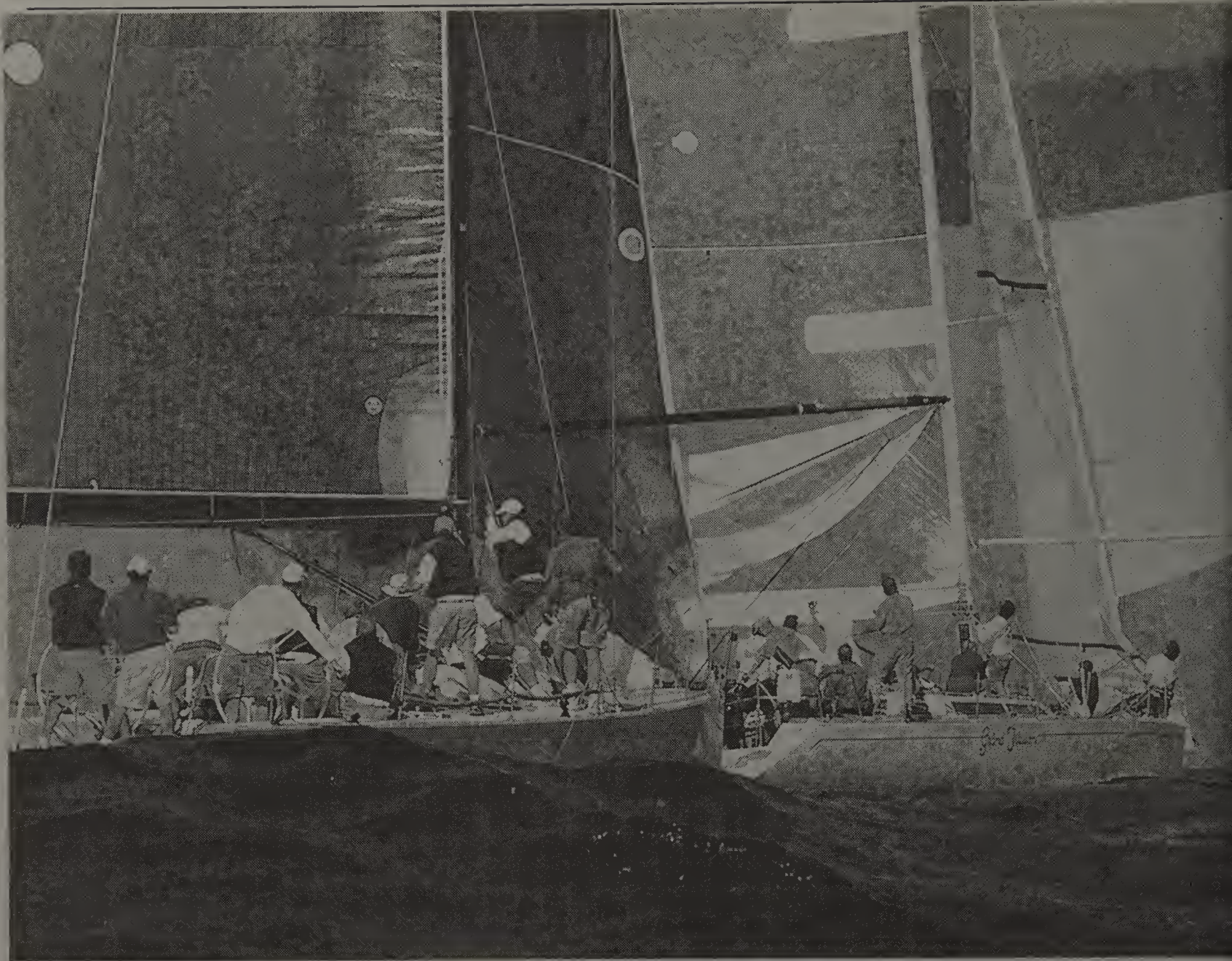
The positive vibes surrounding NSRW have also finally reached the Bay Area, which responded by sending 30 boats — the most ever — to this year's regatta. According to Golison, there were more rockstars, and more boats trucked in from around the States, than ever before. "It's become sort of the 'Key West of

the West Coast'," he claimed.

But back to the *Incorrigible* tale. Carruthers had lined up three of his regulars — foredeck man James 'The Godfather of Soul' Brown, who used to campaign the Express 37 *Foghead* on the Bay, and two of his childhood friends

who still live in Michigan, David McVicker and John Turk. "They fly in for all the big races," explained Rip. "They're the only people I know who have thick enough skins to sail with me!"

The crew provided the brawn, and the Flams provided the brains — and *Incorrigible* went 4,7,4,2,5 to beat the 27-boat J/105 class, the biggest at NSRW, in a squeaker over *Mischief* and *Zuni Bear*. "We came in through the back door," claimed Rip. "We were third going into



the last race, but somehow pulled it out. Getting the Flams to sail with me was like finding out your blind date was the prom queen — it couldn't have worked out better!"

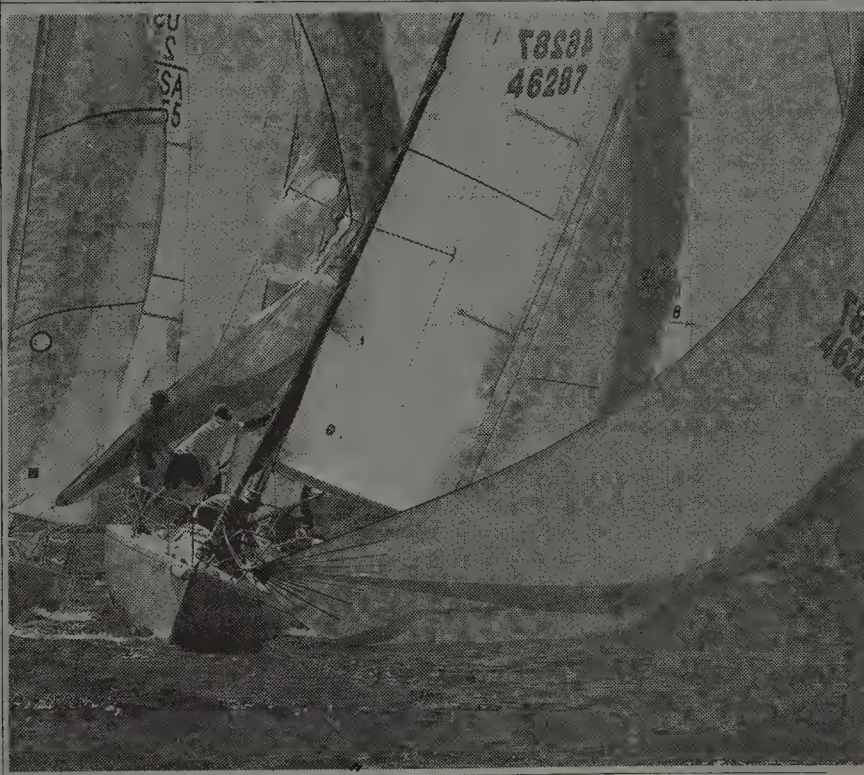
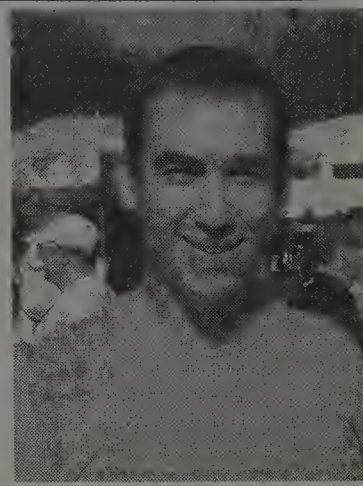
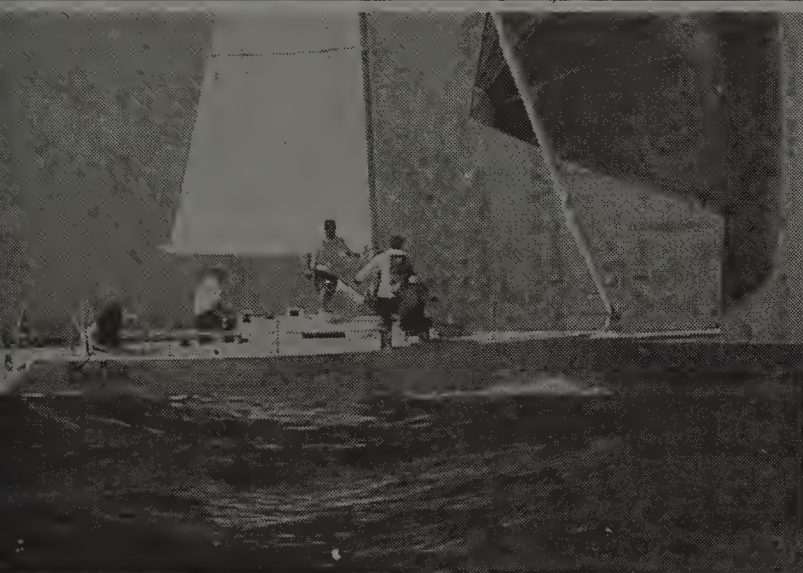
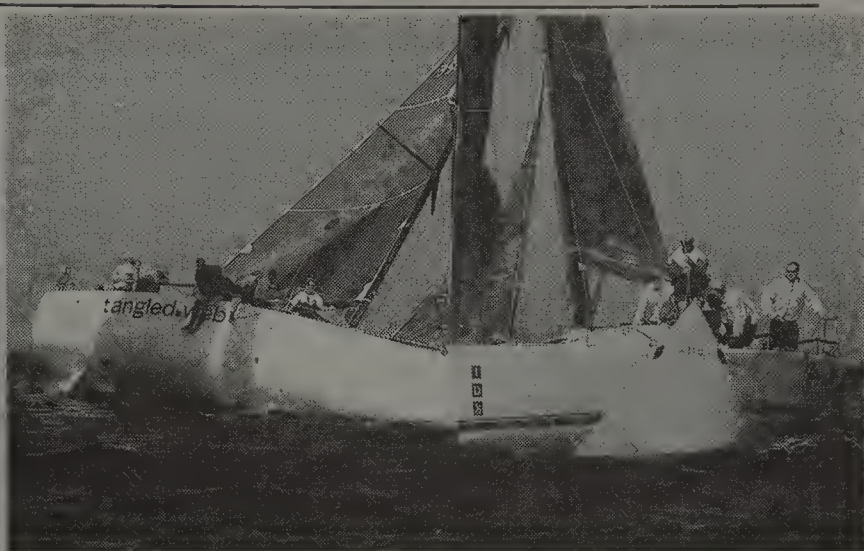
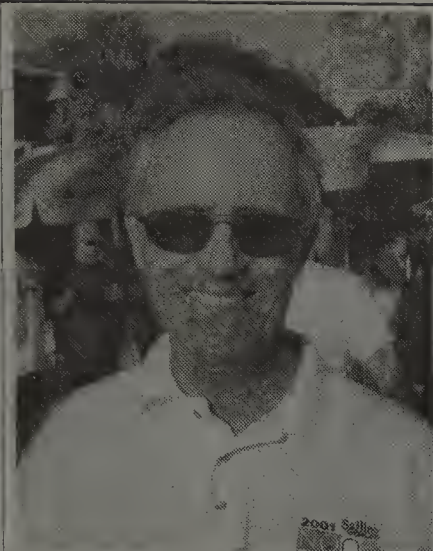
To top it off, *Incorrigible* was named 'Overall Boat of the Regatta' at the awards ceremony. "It's a subjective honor based on considerations like class size and competitiveness, and the point

Clockwise from top — The TP-52 'Yassou' chases the SC 70 'Grand Illusion' downwind in light air; Bruce Nelson (left) and Jim Demetriades sailed 'Yassou' to top PHRF honors; Mary Coleman's Farr 40 'Astra' at the weather mark; Schock 35 winner Ray Godwin ('Whiplash').

spread," explained Golison.

For the first time, a 'PHRF Boat of the Regatta' was also named — Jim Demetriades' light blue N/M TP-52 *Yassou*, which came from behind to capture PHRF-1 with designer Bruce Nelson calling the shots. It was a nice recovery for

Yassou, which had suffered a meltdown at the previous weekend's Long Beach Race Week. "We made the TP-52s' rating harder for the weekend, and they still won," said Golison. "This was probably the best big boat racing we've seen around here since the 50-footers died



Clockwise from top left — J/120 national champ Scott Birnberg; Melges 24 winner Argyle Campbell; dueling 1D-35s; Santana 20 winner Payson Felise; PHRF-II winners Cita Litt and George Twist ('Cita'); the J/105 'Twelve Bar Blues' sets their kite; the B-32 'Defiance'; the J/105 'Zuni Bear'.

about ten years ago!"

Other notable performances were turned in by Scott Birnberg, who won the J/120 Nationals over a 16-boat fleet with his *Indigo*; Brack Ducker and Dave Ullman topped the Farr 40s with *Revolution*; and Argyle Campbell took the

tough Melges 24 class with *Rock N' Roll*. No Bay Area boats won their classes, but a handful landed on the podium, including *Zsa Zsa* (second in the 1D-35 fleet), *Shadow* and *Endurance* (second and fourth, respectively, in the Farr 40s), *Zuni Bear* (third in the J/105s), *Wasabi* (third

in PHRF-I), *Cavallino* (third in the Melges 24s), *Run Wild* (second in PHRF-V), and *Downtown Uproar* (third in the J/24s).

Epilogue: Barney Flam greatly enjoyed the weekend, and pulled the trigger on a new J/105 right after NSRW. He'll be taking delivery of hull #602 in September. Like his previous boats, we

NORTH SAILS RACE WEEK

suspect this one will be named *Flam-buoyant* — and we're quite sure he and Steve will soon be popping up regularly in the J/105's winners circle.

"There goes the winning streak!" laughed Carruthers. "Beating the Flams in Long Beach will be really hard — but we'll give it a shot. I love this regatta, and will be back."

— **latitude/rkm**

DIVISION ONE:

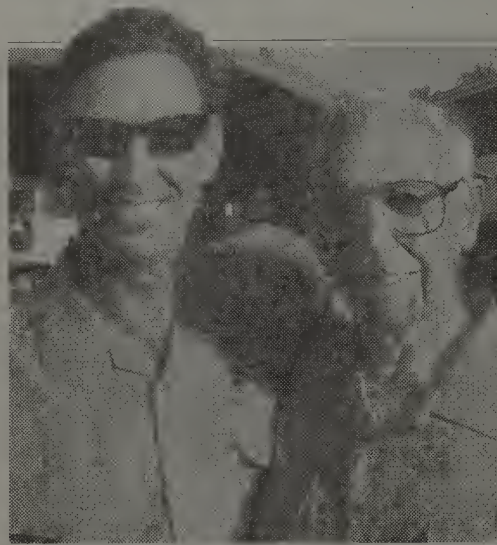
FARR 40 (PCCs) — 1) **Revolution**, Brack Duker/Dave Ullman, 14 points; 2) **Shadow**, Peter Stoneberg/Ed Baird, 20; 3) **Samba Pa Ti**, John Kilroy/Paul Cayard, 29; 4) **Endurance**, Mike Condon/Seadon Wijsen, 30; 5) **Tempress**, Alan Field/Scott Dickson, 32; 6) **Groovederci**, Deneen Demourkas/Ross MacDonald, 33; 7) **Peregrine**, David Thomson/Brian Camet, 34; 8) **Non Sequitur**, Tom Thayer & Dick Watts/Steve Benjamin, 37. . . Other NorCal boats: 11) **Astra**, Mary Coleman/Dee Smith; 12) **Gone Too Farr**, Dave Carrell/Jeff Thorpe. (14 boats)

J/120 (NAs) — 1) **Indigo**, Scott Birnberg/Hank Schofield, 21 points; 2) **CC Rider**, Chuck Nichols/Keith Lorence, 25; 3) **Hot Tamale**, Tom & Doug Jorgenson/Fin Bevan, 29; 4) **Doctor No**, Jed Olenick/Joe Cramer, 36; 5) **Capar**, John Laun/Kurt Kammerer, 36; 6) **Mr. Magoo**, Steve Madeira/Hank Grandin, 37; 7) **Scamp**, Dave Cheresch/Graham Kelly, 43; 8) **Tama Jama**, Steve & Tama Harris/John Bennett, 49; 9) **Chance**, Barry Lewis/Seamus Wilmot, 51. . . Other NorCal boats: 13) **Twist**, Timo Bruck/Roy Haslup; 15) **Jim**, John Sylvia/David James. (16 boats)

ID-35 — 1) **Tabasco**, John Wylie/Rick Merriman, 17 points; 2) **Zsa Zsa**, Bill Wright/George Szabo, 26; 3) **Koinonia**, Doug Ament/Casey Schnoor, 26; 4) **Tangled Web**, Neil Senturia/Mark Gaudio, 26; 5) **Kill-A-Watt**, David Rillie/Bill Hardesty, 27. (9 boats)

PHRF-I — 1) **Yassou**, N/M TP-52, Jim Demetriades/Bruce Nelson, 15 points; 2) **Grand Illusion**, SC 70, Ed McDowell, 19; 3) **Wasabi**, Farr ILC 46, Dale Williams/Dennis Conner, 22; 4) **Victoria 5**, Andrews TP-52, Mike Campbell/Jeff Madrigali, 25; 5) **Pendragon 4**, Davidson 54, John MacLaurin/Crusty Christensen, 26. (9 boats)

PHRF-II — 1) **Cita**, Schock 40, Cita Litt/George Twist/Bill Menninger, 10 points; 2) **High 5**, Farr IMS



Nice guys finish first — Long Beach legends Steve (left) and Barney Flam.

40, Ross Ritto/Tim Lynch, 17; 3) **Schockazulu**, Schock 40, Tom Schock/Steve Schock, 18; 4) **Gold Digger**, N/M 49, D. Fell/C. Cantwell/E. Friecker, 21; 5) **Titan**, N/M 46, Dennis Pennell/Mike Monastra, 22. (9 boats)

DIVISION TWO:

SCHOCK 35 (PCCs) — 1) **Whiplash**, Ray Godwin, 14 points; 2) **Piranha**, David Voss/Bob Patterson, 22; 3) **Outlier**, D. Schmidt/G. Gordon/G. Palmer, 22; 4) **Ripple**, Jeff Janov/Jumio Dornberg, 23; 5) **White Fang**, Donald Adams/Greg Hoffman, 29. (9 boats)

MELGES 24 — 1) **Rock N' Roll**, Argyle Campbell/Jack Jakosky, 8 points; 2) **Monsoon**, Bruce Ayres, 9; 3) **Cavallino**, Zarko Draganic/Don Jesberg, 17; 4) **Sharks Never Sleep**, Rick Rajewski, 22; 5) **Foxtrot**, Cathy Wood/Kevin McCarthy, 28; 6) **Smokin'**, Kevin Clark/Tom Rankin, 33; 7) **Ice-man**, Thomas Jenkins/Lex Budge, 40; 8) **TN3**, Dennis Surtees, 41; 9) **Don Miguel**, Mike Rettie, 41; 10) **Minor Threat**, Peter Dalton/Dustin MacDonald, 47; 11) **VK**, Tom Dinkel & Jeff Woodhull, 52. . . Other NorCal boats: 13) **Carpe Cererisram**, Dean Daniels, 66. (14 boats)

PHRF-III — 1) **Pendragon II**, Davidson 44, David Gray/Leif Bedy, 8 points; 2) **Chance**, Farr 395, Paul Kent/Alex Camet, 9; 3) **Silhouette**, Beneteau 40.7, Warren & Saskia Gross, 20; 4) **Wired**, Beneteau 40.7, Rob Weed/Pete McCormick, 23. (8 boats)

PHRF-IV — 1) **Defiance**, B-32, Scott Taylor/Tim Dohmen, 10.5 points; 2) **Rival**, J/35, Dick Velthoen,

20; 3) **Star Dancer**, Davidson 30, Don Preston, 22; 4) **Blade Runner**, Express 37, Mick Schlens, 23; 5) **White Knight**, Farr One Ton, Zoltan Katinszky, 16.5. (12 boats)

PHRF-V — 1) **Intense**, Olson 30, Allan & Ron Rosenberg, 8 points; 2) **Run Wild**, Olson 30, Dale Scoggin, 21; 3) **Sorcerer**, NY-36, Dennis Rosene/Ray Boot, 30; 4) **Trixie**, Soverel 30, J. King/G. Higham, 31; 5) **TakeOff**, Laser 28, Greg & Joan Byrne/Cliff Stagg, 32; 6) **Blur**, B-25, Aaron & Dixon Hall, 33. (14 boats)

DIVISION THREE:

J/105 — 1) **Incorrigible**, Rip Carruthers/Steve Flam, 22 points; 2) **Mischief**, Carolyn Hardy/Mike Pinckney, 24; 3) **Zuni Bear**, Rich Bergmann/Shawn Bennett/Mark Reardon, 25; 4) **Wings**, Dennis & Sharon Case, 29; 5) **Bold Forbes**, Ed Cummins/Jack Franco, 36; 6) **Angry Beaver**, Larry Harvey/Randy Smith, 41; 7) **Javelin**, Doug & Pam Werner/Pete Jung, 55; 8) **Stellar J**, Jessica Green/Peter Van Waay, 56; 9) **Kanzeon**, John Cummings, 59; 10) **Wallop Swede**, Tom Kassberg/Guy Rittger, 65. . . Other NorCal boats: 19) **Luna**, George & Mike Vare; 23) **Hazardous Waste**, Dana Sack/Chuck Cihak. (27 boats)

J/24 (Western Regionals) — 1) **Jaded**, Deke Klatt, 7 points; 2) **Invisible Son**, Ken VerMeulen, 16; 3) **Downtown Uproar**, Wayne Clough, 19; 4) **Casual Contact**, Ed Walker/Jack Ehlers, 31; 5) **Blue J**, Brian Mullen/Dave Chatham, 33. . . Other NorCal boats: 10) **Fat Bastard**, Curtis Press/Jim Yares. (13 boats)

SANTANA 20 — 1) **Altitude Sickness**, Infelise/Bell/Infelise, 12 points; 2) **Aggressive Tendencies**, Charles Witcher/Charlie Hess, 14; 3) **En Fugo**, Carson Reynolds, 22; 4) **mOOn**, Ken Carwell, 25; 5) **Raindance**, Jeff Keenan, 28. . . Other NorCal boats: 10) **Orca**, Todd Craig; 12) **Two Step**, Mel & Cathy Morrison. (12 boats)

YACHT CLUB CHALLENGE TROPHY:

1) **San Diego YC-1** (*Tabasco*, *High 5*, *Silhouette*), 48 points; 2) **St. Francis YC** (*Zsa Zsa*, *Shadow*, *Zuni Bear*), 61; 3) **San Diego YC-3** (*Kill-A-Watt*, *Incorrigible*, *Doctor No*), 67; 4) **San Diego YC-2** (*Koinonia*, *CC Rider*, *Wings*), 74; 5) **Cal YC** (*Outlier*, *Samba Pa Ti*, *Arana*), 77. (8 teams)

LYDIA KENT TROPHY (top family team) — **Intense**, Olson 30, Rosenberg Family.

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GET OFF YOUR BUTT —

So here you are reading the August issue of *Latitude 38*, hot off the press. As you spend time reading *Changes in Latitudes* or some enticing cruising feature you think to yourself, "I could. . . should . . . will do that someday."

I waited ten years too long, so don't make my mistake.

Like me, and many other readers perusing these pages, you own or have access to a sailboat. However, more than likely you are not Larry Ellison and it's not *Sayonara*. It's probably not even a big, comfortable 40-ft+, fully equipped cruising boat. I'll guess you're like many of us, and you sail on a production racer/cruiser that's at least ten years old. No doubt the thought of going cruising in tropical waters has crossed your mind, as you've read hundreds of letters and articles where the message was, "Don't wait for the perfect boat; go now with what you have."

I want to tell you, I waited ten years too long, so don't make my mistake. In 1991 I had a perfectly good Ericson 38,

Flying her asymmetrical chute, 'Synergizer' glides south toward Baja at the start of Ha-Ha 2001.

good health, a willing spouse, and enough resources to spend a season sailing Mexico. I had the desire, but I had a long list of the usual excuses: "It's not the right time. It's not the right boat. I should make some more money. . ." ad nauseam.

If you've been saying to yourself, "Wouldn't it be cool to do the Baja Ha-Ha someday?" and you have a sound boat, some money to get it ready for cruising, and can arrange to be away for three or more months, I have

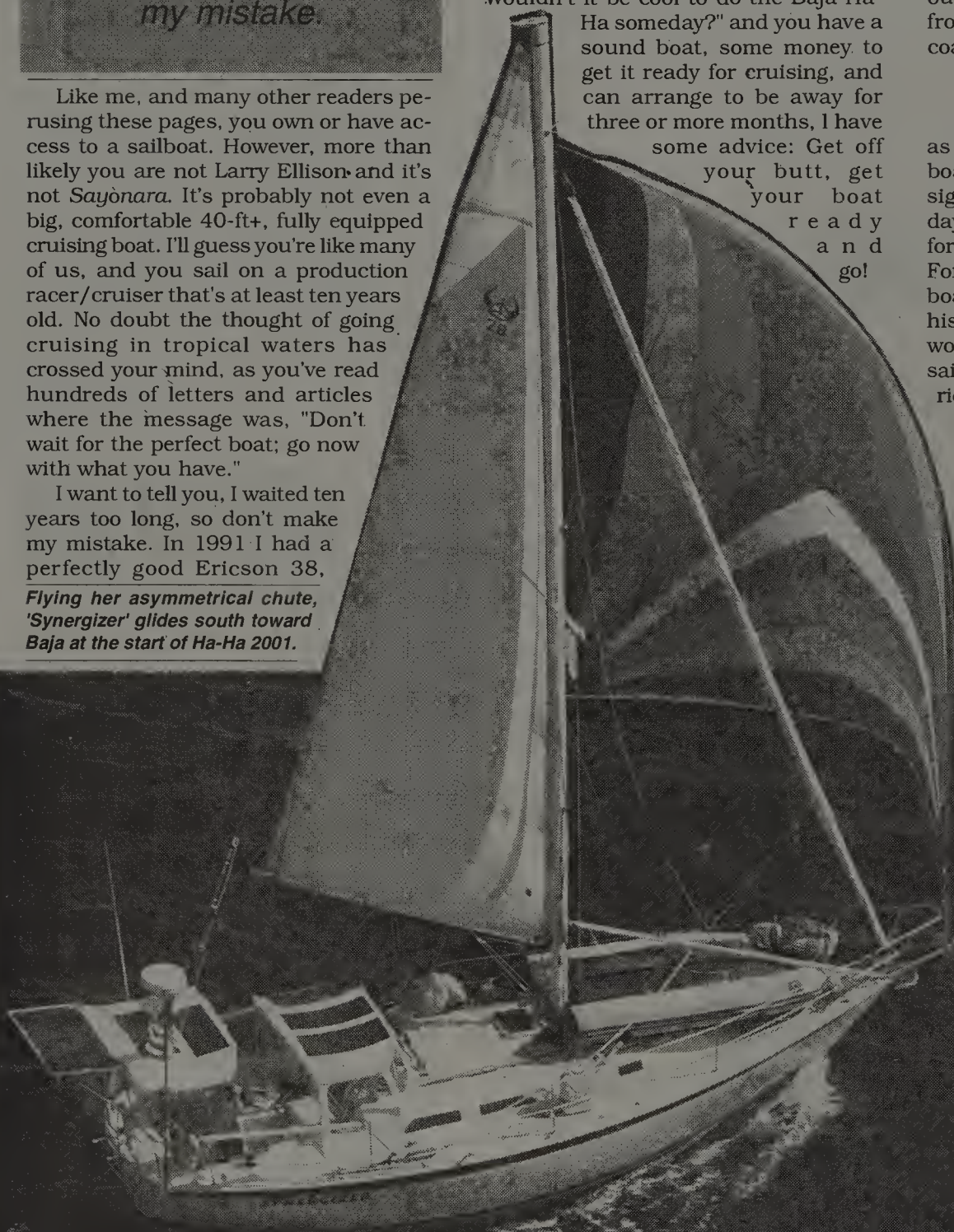
some advice: Get off your butt, get your boat ready and go!

Last year John Riley and I sailed to Mexico with the Baja Ha-Ha aboard *Synergizer*, a 1988 Ericson 28, and subsequently cruised Mexico for six months. Only four boats of 34 feet or less participated in the 2001 Ha-Ha, and the only boat smaller than ours was a NorSea 27. What follows is the account of how we outfitted *Synergizer* in only nine weeks from a Bay racer/cruiser to a serious coastal cruiser.

John and I purchased *Synergizer*, as partners, in 1997. Our criteria was a boat that was not too old, did not need significant work, that we would enjoy daysailing, racing, and would be comfortable for a week cruising the Delta. For John, who previously owned powerboats, it would be his first sailboat and his introduction to sailing. For me, it would be the third — and smallest — sailboat I had owned over a 15-year period.

Early last August, as the racing season was winding down, John approached me and asked if I wanted to do the Ha-Ha. At first I thought he was joking, but he said he could swing it if he could rent out his house and find someone to take care of his dog. It was fortuitous that I had enrolled in Dr. Dickie Hill's Medicine at Sea course which started the following week. By the middle of August, with the Ha-Ha only nine weeks away, John informed me he would like to give it a go. I was excited, but at the same time, I knew our boat was small and unequipped. I reviewed with John all the equipment I thought was necessary — since I had been planning a cruise for over 15 years.

John and I discussed the fact that it would cost us approximately the same amount of money to get our 28-ft, \$30,000 boat ready as it would a 40-ft, \$100,000 boat, considering that each boat needed the same equipment. But time was running out, there was no time to buy



GET YOUR BOAT READY, AND GO

a different boat, and *Synergizer* was the boat we both knew inside and out.

All told, by the time we reached the starting line of the 2001 Baja Ha-Ha we had spent about \$16,000 outfitting and provisioning *Synergizer* for our cruise to Mexico. If that sounds like too much money, don't stop reading here, I want to assure you that you can do without some — or many — of our major expenditures. On the other hand, I already owned a dinghy and outboard which could possibly be your largest expenditure.

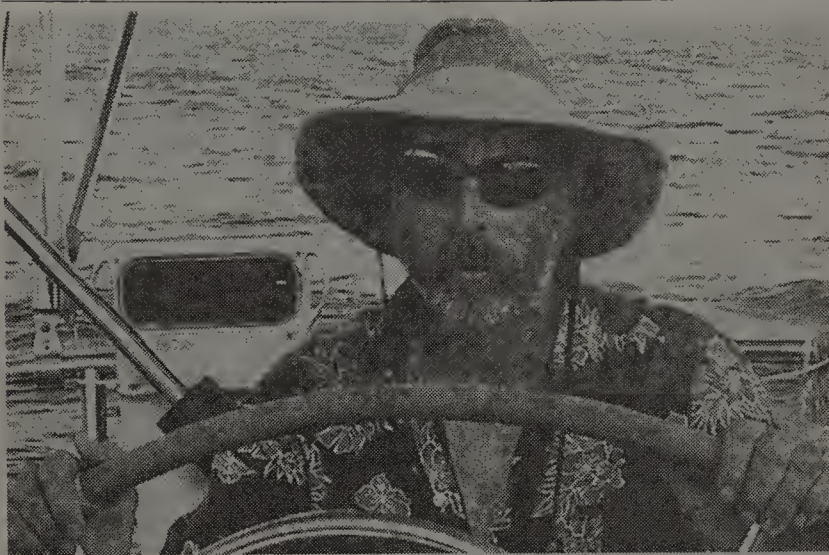
During the last week in August we started in earnest converting a 'vanilla' Ericson 28 into a viable cruising boat. Knowing that there was a limit to how much a well-equipped 28-ft sailboat would sell for after the trip, we were very penurious with our purchases. We did all the work ourselves except for bending the stainless frames for our dodger and bimini, and fabricating the windlass mount, lifelines and insulated backstay.

One of my major concerns was sun protection. I had a basal cell carcinoma (skin cancer) removed from my face 15 years prior, and made sun protection a priority. I wanted a permanent bimini over the back half of the cockpit above the helmsman and a dodger protecting the companionway and front half of the cockpit. After getting quotes from four or five of the leading canvas makers, it was clear that it would be pushing it to complete one in time for the Ha-Ha, and it would have cost between \$3,500 and \$5,000. So we decided that we would design, build and sew our own dodger and bimini. I purchased all the stainless tubing & hardware, connectors, fabrics & plastic sheeting (windows), zippers and fasteners from

Kronke, and started sewing.

We had Svendsen's machine shop bend our stainless tubing to our specifications. We ended up with a beautiful dodger and bimini which zips together to form a complete sun and weather protection. We incorporated full size zip-out windows, which can be replaced by a zip-in sun-screen. This allows for a full cockpit enclosure.

The next three necessities were water storage, fuel storage, and electrical storage. *Synergizer* boasted a 25-gallon water tank, 15-gallon diesel tank, and room for two group 24 batteries. Luckily for us, Ronco Plastics still makes the optional V berth 16-gallon water tank for our boat, bringing our total water capac-



When Captain Larry set sail for the sunny latitudes of Mexico he had the comfort of knowing that 'Synergizer' was very well equipped.

ity to 41 gallons, which we deemed sufficient.

We were stymied by all attempts to find a diesel tank or bladder to fit any of the spaces we were willing to allocate. We finally compromised by carrying two five-gallon diesel jugs on deck, which brought our fuel capacity to 25 gallons and gave us a motoring range of 280 to

Equipment on *Synergizer* prior to our decision to go to Mexico

- Harken roller-furler
- mainsail
- 90% Dacron roller jib
- 110% Dacron roller jib
- 125% Mylar genoa
- 150% Mylar genoa
- asymmetrical spinnaker
- symmetrical spinnaker
- Autohelm 4000+ wheel/pilot
- spinnaker pole
- Garmin 45XL GPS
- knotmeter
- depthsounder & binnacle compass
- West Marine 14 lb. performance anchor
- Lifesling
- man overboard pole
- minimal flares
- self-inflating life vests w/harness & tethers
- radar reflector
- 1 manual bilge pump
- 1 electric bilge pump (not automatic)
- 1 electric shower sump pump
- cockpit cushions
- hot & cold pressure water
- freshwater foot pump in galley sink
- handheld shower in head
- 5-amp battery charger
- 2-burner gimbaled alcohol stove
- Force 10 propane barbecue
- tools
- Zodiac Mark I inflatable w/ Mercury 9.9 hp o/b
- stereo and CD changer w/ cabin & cockpit spkrs
- VHF cabin radio w/ masthead antenna
- stern mounted boarding ladder

Equipment and projects added to *Synergizer* for her Mexico trip

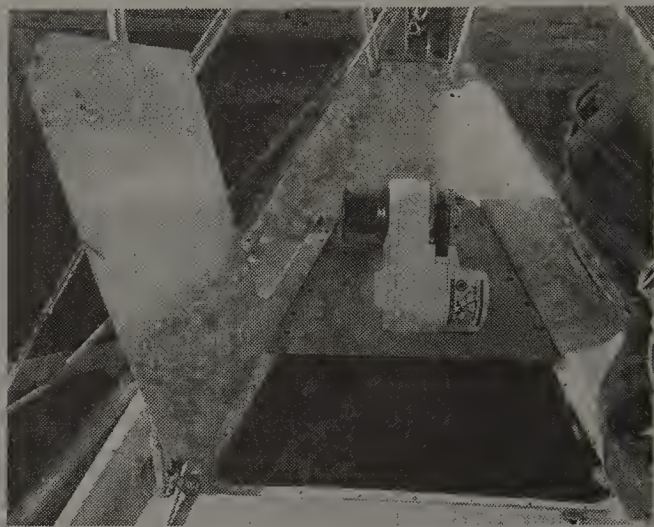
- *Sewing projects:* dodger, bimini, full cockpit sunscreen (Phifertex) enclosure, Spinnaker sock, genoa sun protection sock (when furling Mylar sails)
- *Electrical:* House battery bank in box, battery cables, battery switch, 150 Amp battery combiner 3 bank voltmeter, 100 amp ammeter, 800 watt inverter, 6 solar panels, solar controller, cabin light w/red nightlight, fans, new stereo and speakers, 105 amp alternator & balmar controller, cockpit VHF radio, railmounted VHF antenna, HAM/SSB radio, automatic antenna tuner, automatic bilge pump with switch, cockpit light, propane/gasoline sniffer, 12V outlets, additional 12V panel circuit breakers, engine hour meter, autopilot remote control
- *Additional electrical connections to:* 12V refrigerator/freezer, saltwater washdown pump, radar, GPS, GPS data to autopilot, GPS data to radar, autopilot data to radar, upgrade alternator output wire, windlass, windlass breaker, windlass up/down switch, copper foil radio ground
- *Instruments:* radar and radar pole w/ outboard crane, GPS with bluechart
- *Safety:* charts, charts racks, jacklines, automatic strobe on man overboard pole, new lifelines, complete medicine chest, EPIRB, flashlights, potholders on stove, flares, rechargeable horn, installed radar reflector
- *Anchoring:* 22 lb Bruce anchor on 40' 1/4" chain & 225' 1/2" nylon, 14 lb Danforth style anchor on 40' 1/4" chain & 200' 1/2" nylon, electric windlass w/ up and down switch, pressure water hose with nozzle, anchor line snubber, anchor depth markers, mushroom anchor on 100' polypro for dinghy, anchor keeper on bow roller
- *Plumbing:* 16 gallon water tank, tank selector valves, saltwater washdown pump, propane tank, propane hose to BBQ, saltwater pump for galley sink
- *Insurance & Permits:* Mexican insurance rider, Mexican fishing licenses
- *Misc:* engine spares, electrical spares, plumbing spares, sewing supplies, cockpit table, outboard engine rail mount, pedestal mounted cup holders, interior panel cutouts for storage, fishing gear, fishing rod holders, adjustable supports for rear solar panel, shelves for mounting HAM/SSB refrigerator compressor & house batteries, additional insulation around ice box, dinghy wheels, swingout mount for radar display, guide books, CD's, books, 5 gallon diesel gasoline and water containers, flag halyard

GET OFF YOUR BUTT —

350 miles, depending on conditions. We decided this would be sufficient for everything but the bash home.

We had two fairly new West Marine Dual Purpose Group 24 batteries rated at 65 amp hours each. At the early stages we were considering refrigeration, and decided Synergizer needed an additional 200 amp hours. After talking with a few battery companies, and comparing weight, size and capacity, we bought a pair of 6V batteries with a custom box at the boat show. These batteries were rated at 245 amp hours bringing our total to 375 amp hours.

I have a ruptured disc, which had been bothering me, so I was insistent that we have an electric windlass. The West Marine Barain Store had a perfect one, but once we bought it, we had to find a way to mount it so it would be sturdy, and so it could easily be removed if the next owner wanted to race the boat.



We removed the existing anchor locker cover and had it duplicated in stainless steel. This new cover is backed by very large plates, which extend and bolt under the forward cleats. Although this turned out to be a very elegant and physically solid solution, it did weigh more than we had originally planned.

To compromise on additional weight forward and still feel secure, we opted to go with a 22-lb. Bruce anchor connected to 40 feet of 1/4" chain and 225 feet of 1/2" nylon three-strand. We found this to be a perfect combination. I dubbed the anchor "superglue." We never once

L to R: With a GPS on the binnacle plus a chart plotter below, Larry had no shortage of nav info; his customized fore hatch and windlass; his homemade biminl with solar panels.

dragged. And there was only one anchorage where the Bruce did not set the first time down. While we had the anchor locker disassembled, and since we had also added a salt water washdown pump, we routed the hose up to the anchor locker so we could washdown the anchor and chain easily. Although this seemed like a good idea, in reality we probably only used the forward washdown a few times.

A LOW-BUDGET PERSPECTIVE

Larry Weinhoff's article paints a realistic picture of a typically well-equipped 28-ft cruiser for Mexico. For those who would prefer to limit their cost to \$10,000 for the boat and the outfitting, it can be done. We direct your attention to this month's coverage of the Pacific Cup race to Hawaii, which was won overall by Skip Allan's Wylie 28 *Wildflower*. In the last 22 years, Allan has sailed his modest boat 60,000 miles around the Pacific.

'Wildflower' is surprisingly roomy below.

including six trips to Hawaii. He's again singlehanded her back to California. So the boat has the chops for a winter cruise to Mexico.

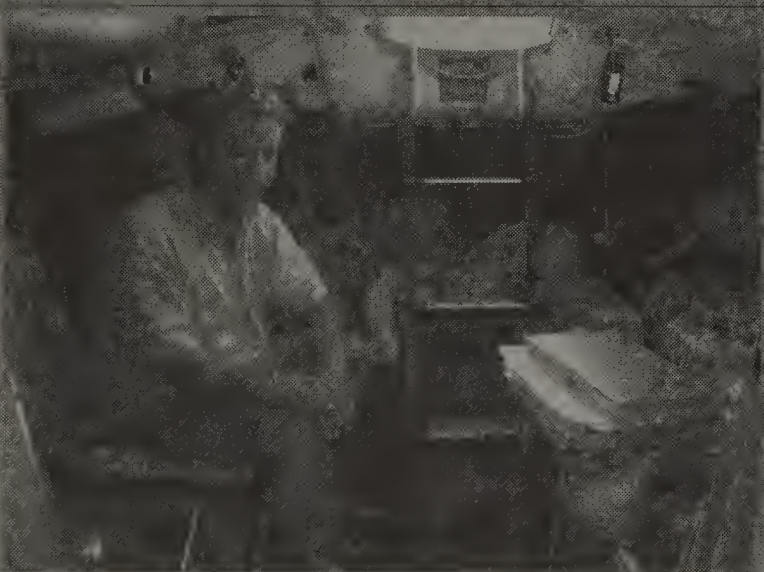
The good news is that Allan's boat — other than having a masthead rather than a fractional rig, and a skeg in front of the rudder — is virtually identical to a Hawkfarm 27, which is a one-design racing class. These boats have been advertised in *Latitude* for as little as \$6,000, and there was recently one in the

Classies with an extensive sail inventory, near new diesel — and we're sure lots of other basic gear — for an asking price of \$7,500. The design is surprisingly roomy down below for two. You'd want a couple of bean bag chairs for the cockpit, however, as the ergonomics are a little off. Allan once sailed to Hawaii with a sailboard strapped to the lifelines.

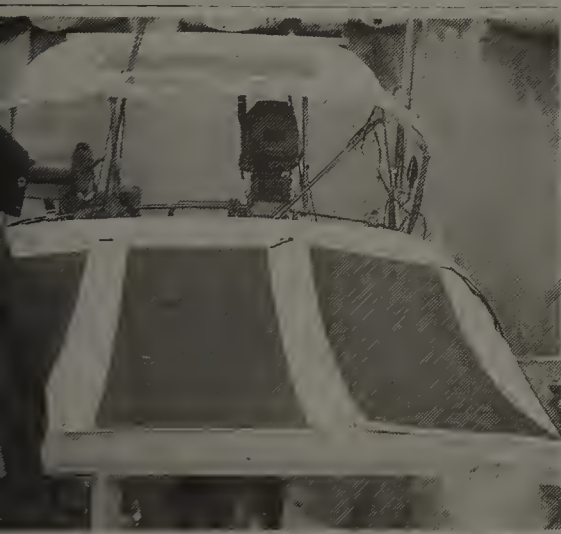
What gear is absolutely necessary to cruise such a boat in Mexico? Precious little. When Weinhoff says there are many boats cruising Mexico without electric windlasses, radar, biminis, sophisticated GPSs, SSB radios, high-output alternators, watermakers, and refrigeration systems, he's absolutely right. When Warwick (Commodore) Tompkins sailed one of our Olson 30s to Mexico, all he added was a couple of gerry jugs for water and fuel, a GPS, an ice box, another anchor, a solar panel, and a couple of beach chairs for the aft deck. We and various friends later enjoyed cruising the boat in the Sea of Cortez. We would not, however, recommend that design to anyone else, as we believe the boat's lack of headroom caused a disc in our back to rupture. We don't believe it would have happened with a much more spacious Hawkfarm or similar boat.

Caution! While there are lots of sub \$10,000 boats cruising Mexico and the rest of the world, this spartan cruising is definitely not for everyone. And certainly not for every woman. But if you're young or otherwise have more desire than bucks, you can have a fabulous time — boat and gear — for \$10,000.

— latitude/rs



GET YOUR BOAT READY, AND GO



Considering we did not have an excess of diesel fuel, we decided to add a high-output alternator with a smart controller and a bank of solar panels. We added a 105-amp, small-case alternator regulated by a Balmar ARS IV Controller. We also installed a kill switch for the alternator, 105 amps uses 5 hp and our Universal 2-12 is rated at 10 hp. There are times when you need all your horses for the prop.

We were very lucky to find Solar Electric Inc., in San Diego, as a source for Solar Panels. We opted to go with Unisolar flexible panels, and were able to buy LM21's, 21-watt panels with no mounts of any kind. I sewed #10 YKK zippers directly to 5 of the panels and to the top of our dodger and bimini. We also purchased a US64, rated at 64 watts. We attached it to the back of the bimini and supported it with adjustable-length tubing so it could be aimed towards the Sun. This brought our Solar Panel output to 169 watts. In practice, we made 10 amps during the middle of the day, and averaged about 60-80 amp hours per day in output. This was roughly equal to the energy required to run the refrigerator/freezer. We purchased a BZ16 solar controller which provides a digital readout of battery voltage, solar panel output current, and house use current. I highly recommend the Unisolar panels and the BZ controller.

We wanted radar, but we were stymied on how to mount the Raydome antenna. It would have been too time consuming and expensive to install on our deck-stepped mast and very difficult to route the cables through the boat. We toyed with the idea of using a gimbaled backstay mount, but they were expensive and not practical for our boat. The decision was made to go with a Garhauer radar tower, which conveniently provided us with the bonus of an outboard lifting crane.

Because of the geometry of Synergizer's stern area, stern rail, bimini and solar panels, it was impossible to use a standard mount. There was only one place the tower could fit and the mount would require a very complicated and precise fabrication. We cut pieces of 1/4" PVC sheeting to shape, held them in place at the proper angle and glued them together using PVC cement. We then put a 8' 2" OD PVC pipe in place vertically and glued it to our mount. After completely drying we drilled holes to match our existing stern cleat and cut off the pipe at about 2'.

Our custom mount model, comprised of two irregular shapes with five precise holes, a tube and three compound angles was sent by UPS to Garhauer. Unbelievably, in less than a week we received back our completed tower, welded to our custom mount, and at no extra charge. The fit was 100% perfect and the instal-

lation was straightforward. One more project off the checklist.

The box below lists the projects and additions to Synergizer prior to our participation in the 2001 Ha-Ha. In review-

We made our first purchase on August 25 and departed South Beach Marina on October 22.

ing our receipts, we made our first purchase on August 25 and we departed South Beach Marina on October 22, allowing just over seven weeks and 100 separate purchases to complete our projects.

The items we chose to outfit Synergizer with are by no means a complete list of possible upgrades or necessities. If you want to receive HF weather charts and information and use an HF email

Specific Equipment Purchased for Synergizer's Mexico Trip

Equipment	Model	Supplier	Paid	Retail
Dodger, bimini & sun enclosure		Kronke/Swensen's	\$1,200.00	\$4,000.00
Radar	Raytheon SL72	West Marine Bargain	\$696.50	\$1,499.99
Radar swingmount		West Marine	\$49.46	\$79.99
Radar pole w/ outboard crane		Garhauer	\$550.00	\$550.00
Outboard engine rail mount	Edson	West Marine Bargain	\$110.00	\$184.99
GPS with Blue Chart	Garmin 176	West Marine	\$566.09	\$649.98
EPIRB with GPS interface	ACR Rapidfix 406	Ebay (new in box)	\$704.25	\$899.99
12V Refrigerator/Freezer	Adler/Barbour Cold	Flea market (new)	\$300.00	\$899.98
2 @ 6-volt batteries w/box and connector cable		Boat Show	\$210.00	\$210.00
Battery combiner	150 amp	West Marine	\$149.17	\$179.99
3 bank digital voltmeter	Blue Seas	West Marine Bargain	\$70.00	\$139.99
100 amp ammeter	Blue Seas	West Marine	\$45.01	\$69.99
Battery switch, cables, connectors, power posts		West Marine	\$116.00	\$165.00
Windlass	Lewmar 600GD	West Marine Bargain	\$490.00	\$869.99
Horizon wiring kit	Lewmar 600GD	West Marine	\$75.24	\$94.99
Stainless mounts for windlass		Metals Enterprise	\$184.00	\$184.00
Hour meter for engine	Teleflex	West Marine	\$30.62	\$35.99
Alternator	105 Amp	Riteway	\$180.00	\$389.99
Alternator controller	Balmar A.R.S. IV	West Marine	\$157.92	\$199.99
Solar panels (5 panels)	Unisolar LM21	Solar Electric Inc	\$445.00	\$445.00
Solar panel	Unisolar US64	Solar Electric Inc	\$289.00	\$479.99
Solar controller	MCREG16	BZ Products	\$89.00	\$89.00
Water tank	B125	Ronco Plastics	\$70.00	\$70.00
VHF antenna	Shakespeare 5101	West Marine	\$39.57	\$49.99
VHF antenna rail mount	Universal	West Marine	\$17.55	\$24.99
VHF radio	Aurora	West Marine Bargain	\$10.00	\$149.99
Handheld VHF	Horizon HX255S	West Marine Bargain	\$87.75	\$199.99
40' of 1/4" high-test chain w/ 225' of 1/2" nylon		West Marine	\$101.20	\$199.60
salt water wash down pump	Shurflo	West Marine	\$81.60	\$99.99
Ham radio & tuner	Icom M710 & AT130	Ebay (new in box)	\$1,250.00	\$1,899.98
Insulated backstay for Ham		South Beach Riggers	\$300.00	\$300.00
New lifelines		South Beach Riggers	\$400.00	\$400.00
Vinyl boat name		Fastsigns	\$50.00	\$50.00
Jacklines & carabiners		OceanBound Marine	\$100.00	\$100.00
Engine water pump & impeller		A to Z Marine	\$160.00	\$160.00
Mexico insurance rider		West Marine Insurance	\$126.00	\$126.00
Mexican fishing License		Mexican Government	\$184.30	\$184.30
Engine spares		various	\$150.00	\$155.00
Total			\$9,835.23	\$16,483.66

GET OFF YOUR BUTT, GET READY, AND GO

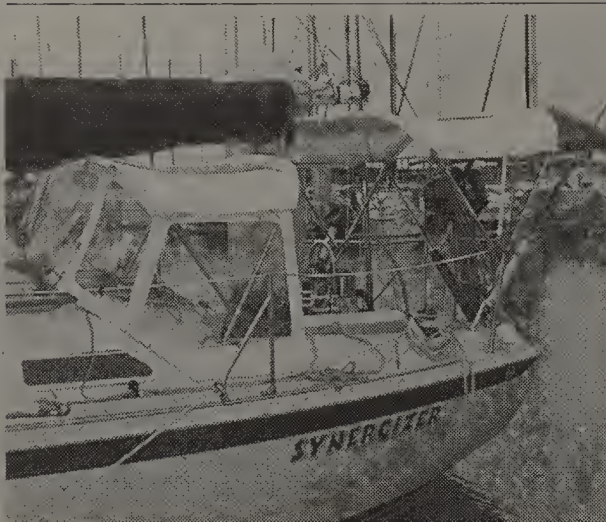
service such as SailMail, plan on spending at least an additional \$2,000 for a laptop computer and HF Pactor II modem.

If you are not a HAM/SSB operator and you are not going cruising for an extended period you can save at least \$2,000 by not

installing an HF radio. Still, I would estimate that about half the boats doing the Ha-Ha had HAM/SSB on board.

If you want to install a watermaker, which we found absolutely unnecessary, plan on spending an additional \$2,000 to \$4,000+.

We discovered that *Synergizer* had more solar than most other boats. There are many boats cruising Mexico without



Tricked out and loaded for bear, 'Synergizer' was extensively upgraded before her cruise to the tropics. She's a small boat, yet has more gear than many large yachts.

electric windlasses, without radar, without a bimini, without outboard cranes, without GPS with built-in charts, and definitely without the large number of tools and spares that *Synergizer* carried. In fact I

met a young man in Nuevo Vallarta on a 26-ft Frisco Flyer which he had bought in Eureka for \$1,300, then invested about \$1,000 and, with two friends and lots of pumping, successfully sailed to Mexico.

One positive aspect to outfitting just prior to departure turned out to be that everything was new and worked. *Synergizer* suffered far fewer breakdowns, gear failures and problems than

many other boats. We made extensive use of the West Marine Bargain Store in Oakland for outfitting *Synergizer*. And we were also able to obtain a two-week discount card from West Marine for our outfitting. If you are going to spend a few thousand dollars at a supplier, I recommend you ask for a discount. We also made use of the one time 10% discount offered by West Marine on your first order when you open a West Marine charge account.

EBAY was also a good resource for outfitting. In fact, I had previously bought sails for *Synergizer* using that website. The table on the preceding page lists some of our major purchases (about 2/3 of the money spent), where we bought each item, how much we paid and the retail price at the time (not including sales tax or shipping). The important point to note is that by shopping around, searching the internet and shopping marine fleamarkets you can save a considerable amount of money.

So what's stopping you from taking the plunge? I want to assure you that you will have the time of your life.

— Larry Weinhoff

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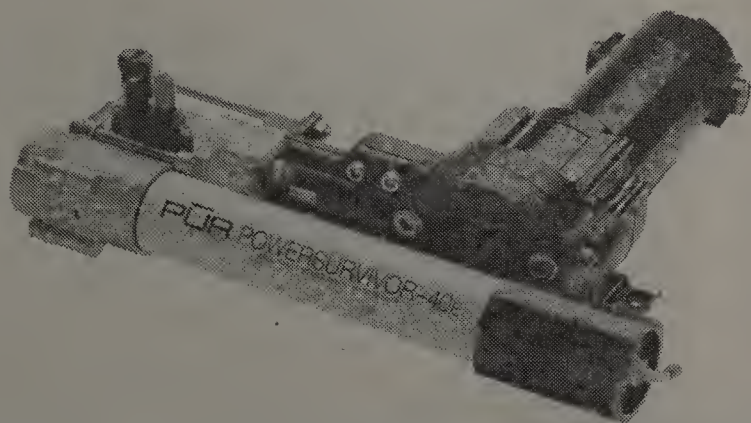
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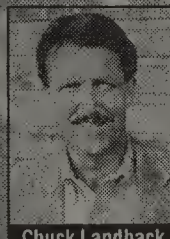
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2002 SINGLEHANDED TRANSPAC

Aesop would have understood the 2002 Singlehanded TransPac perfectly. We don't know if he ever sailed, but the old fable-spinner knew that the race doesn't always go to the swift — in this case, Mark Deppe's 77-rating first-to-finish J/120 *Alchera*. As was the case in his classic *Tortoise and Hare*, overall honors often go to the slow and steady — in this case, Jim Kellam's 231-rating Spencer 35 *Haulback*, which finished last but corrected out first.

"With the conditions we were getting, it was pretty obvious by the fourth day out that there was no way I was ever going to beat *Haulback*," says Deppe, a retired software executive: "I owed him almost four days and the wind never blew over about 18 true the whole way across."

Alchera was first under the Golden Gate after the June 15 start of the Singlehanded Sailing Society's 13th biennial edition of this classic race — and would stay in front of the eight-boat fleet the entire 2,120 (rhumbline) miles to Hanalei Bay, Kauai. Even if *Haulback* was out of the question, Mark knew he was on track for Division honors, so for the first week, he sailed his new J-boat hard. Even so, the trip was dramatically, well, less dramatic than his previous Solo TransPac aboard his Ericson 38 *Berserker* in 1996.

"I had this boat set up specifically for singlehanded at the factory," says the 54-year-old sailor. "That included all lines led aft, and another set of winches so that I'd be able to control everything from behind the wheel (when I was steering) or in front of it (when the autopilot was steering). I was also running asym-

weatherfax wind/wave charts, Mark carved a serpentine path as he tried to deal with an expanding Pacific High.

"I ended up taking three jags south," he says. The first was to get to the wind, the second was to avoid a second ridge forming and the third (which took him down almost to the latitude of Hawaii) to avoid the High expanding. "The High was incredible out there this year," he says. "I saw 1027 millibars and was still getting wind." But not much. Deppe figures

up a commanding lead. When faced with the option of running spinnakers vs. winging out his twin jibs and letting the boat sail herself, he was doing so well that he decided on the latter. In fact, he never flew a spinnaker the entire second half of the race. He was even able to adjust the poled-out twins to sail a hotter angle right toward Hawaii. "At the check-

ins, I always seemed to make a few miles on everyone else," he says.

Alchera finished just after 11 p.m. PST on July 28. Considering the conditions, her 13-Day crossing wasn't bad, though it didn't remotely threaten the monohull course record for this race — 10 days, 22 hours, set by Ray Thayer's Open 60 *Wild Thing* in 1996.

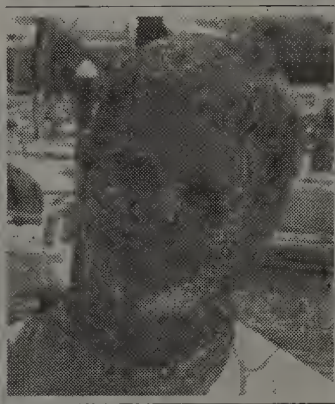
metrical kites, which is so much easier than that crazy circus dance you have to do to deal with symmetrical spinnakers when you're out there by yourself."

With breezes in the San Diego range pretty much the whole way across, the big challenge was not sailing the boat, but finding — and keeping — what wind there was. Relying heavily on his

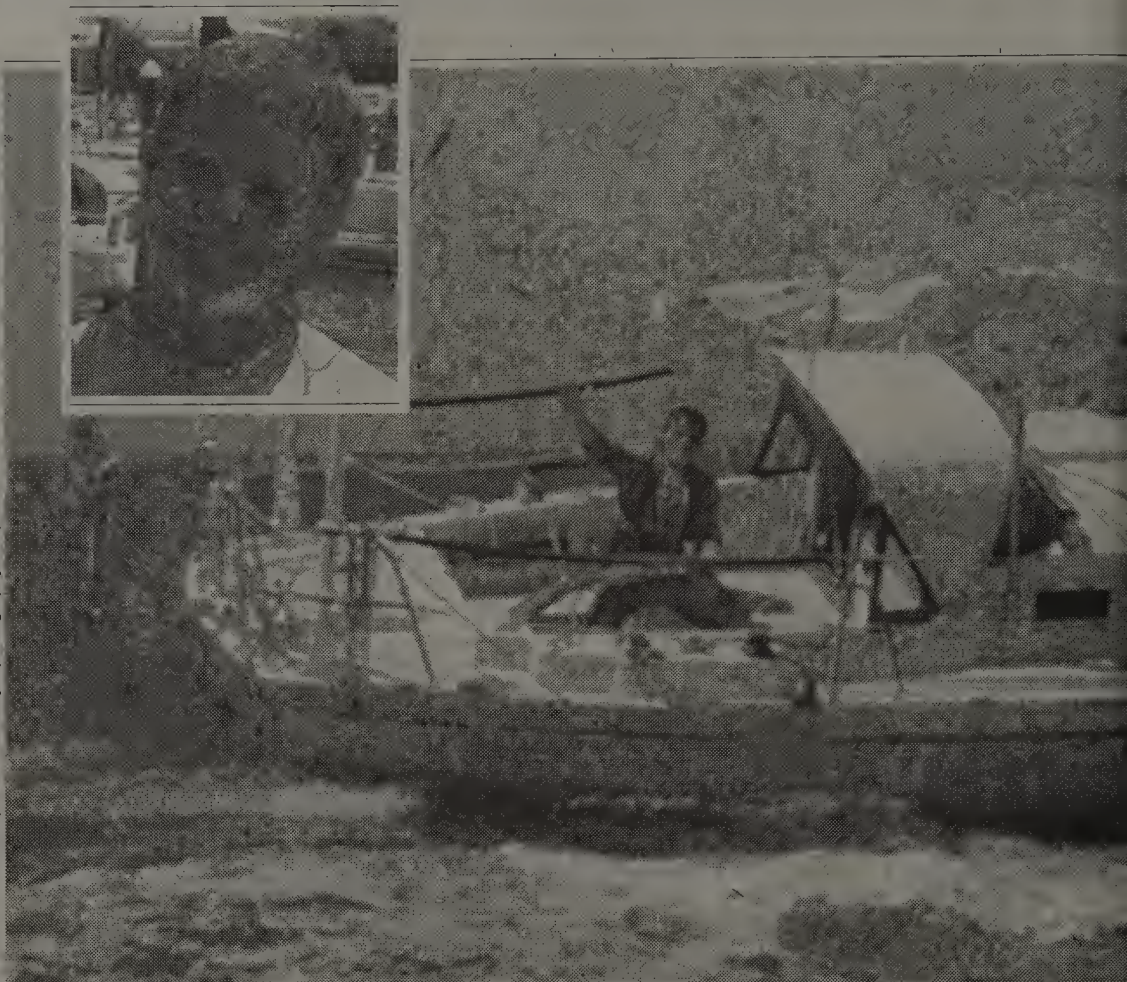
he saw at most a sustained 13-18 knots with a few gusts over 20, but that was about it, even in the squalls. "The pattern seemed to be that the wind would be okay at night, and nothing in the morning. It never really built up during the day this time."

Still, it was enough to get the boat on a few good surfs, and he soon opened

The check-ins Mark mentioned were a new-this-year feature of the Singlehanded TransPac. The rule required twice-daily check-ins via SSB (at 0900 and 2100). This has been talked about for several years, but never found consensus until an incident during the last race. In the 2000 Solo TransPac, a



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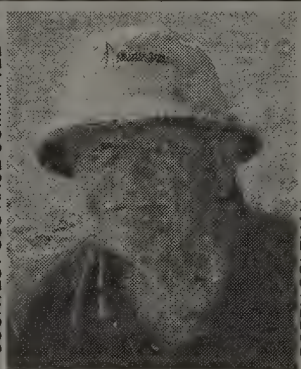
COURTESY SSS RACE COMMITTEE

Jim Tallet — 'mast'er of ceremonies.



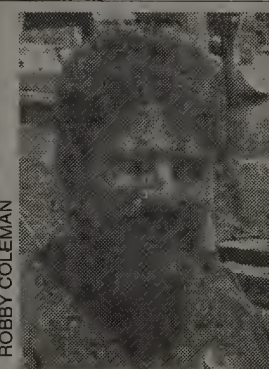
COURTESY SSS RACE COMMITTEE

Lou Freeman — stogie challenged.



ROBBY COLEMAN

John Guzzwell — best night ever.



LATITUDE/0R

Erik Schwartz — 'til the midnight hour

— LUCID DREAMING



tant as it is for the entire fleet to do well. It's a strange but unique situation."

Of course, no new rule goes into the book without a few glitches. Jim Tallet on the *J/33 Zapped* found that on day three of the race, he could hear the morning roll call on his SSB, but couldn't transmit his own position. In trying to

fix the problem, Jim accidentally dropped the antenna coupler over the side, effectively rendering his SSB useless for the remainder of the race. This was more than an inconvenience — participants incurred a 15-minute penalty for each missed

check in.

Jim got pretty creative trying to check in by other means. For several days thereafter, he managed to contact another competitor via VHF, who relayed his position at roll call. As he approached Hawaii, he was out of range of other racers but was able to reach Coast Guard Honolulu, who relayed his check-ins to the Race Committee.

But radio glitches were the least of Tallet's problems. By contrast to Mark Deppe, who had a pretty leisurely ride this year, Jim was probably the hardest-working — and highest-climbing — racer out there. He went to the top of the mast no fewer than seven times during the race

— three of them in the space of 12 hours!

The first time occurred only two days out when a sudden refilling of the chute caused the outer cover on the new halyard to part. That caused a chain reaction which ended with the (also new) external halyard plate and wind instruments being ripped off the top of the mast. Although Jim was able to repair the wind instruments, he lost the cover and its nice Harken Carbo blocks (they were also new) over the side. Yeesh!

Troubles with kites continued aboard *Zapped* for the remainder of the race. On day five, a halyard shackle opened up

boat was abandoned in mid-ocean. Although the solo sailor was rescued without injury, some unnecessary confusion ensued. One boat, for example, first heard about the incident over the VHF from a Coast Guard C-130 on its way to help locate the skipper of the abandoned boat. After talking with the Coasties, the competitor stopped racing and spent more than a day helping with the search — even though the guy was rescued only a few hours after the plane flew over.

As well as helping the Race Committee keep tabs on the fleet, the new rule also allowed participants to see how they were doing against other racers for the first time since this race began in 1978. A third and unexpected benefit was that all competitors "got to know each other" this year before arrival in Hawaii.

Of course, in past races many boats talked with one another the whole way across. But many others 'ran silent' the entire race. Other competitors — and the race committee — never knew where those guys were until they showed up at the finish line.

Once boats do start finishing, the tradition is for everyone to gather every af-



ternoon under the landmark 'big tree' ashore to swap tales, get to know each other, and enjoy an *esprit d' corps* that brings many of them back year after year. The new radio rule seems to have only enhanced that.

"A bond grows between the racers that goes beyond competition," says Deppe of the phenomenon. "And at some point, the race almost seems to take a backseat. Weather information, tips on rigging and sail trim, and strategy is freely asked for and given. The fact that you may be helping a fellow competitor in a race you are all trying to win doesn't seem as impor-



COURTESY SSS RACE COMMITTEE

LATITUDE/JR

2002 SINGLEHANDED TRANSPAC

and dumped his smaller spinnaker into the water, turning it into "several new car covers," as Jim put it. On that trip up the mast, when he was about five feet off the deck, the boat rolled and he lost his grip.

"Now I'm suddenly flying over the water about 30 feet from the boat," says Tallet, a 49-year-old semi-retired Intel exec. "Nice view, but not how I was planning to spend my day. My major concern was in less than a second I knew I'd be traveling back at the shrouds and mast at warp factor five."

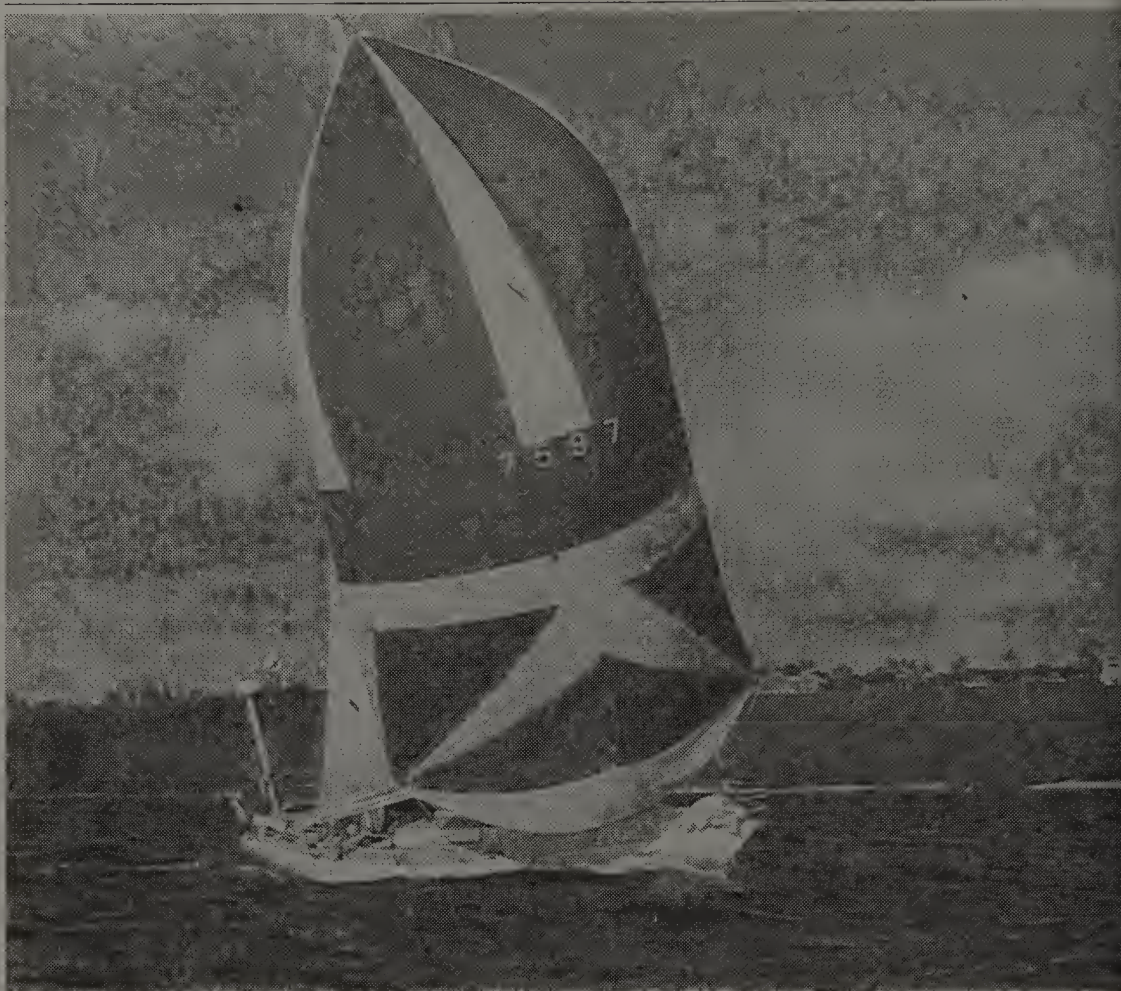
Jim managed to get his shoes out in front of him, pinballed off the rigging — and went winging out on the other side of the boat! Fortunately, he was able to snag a reefing line on his way around the back of the main and walk back down the boom to the deck. Needless to say, every trip up the mast thereafter, the first thing he did was clip on a tether.

Things were hardly any calmer aboard *Zapped* in between masthead assaults. One morning less than a week into the race, Tallet woke to a thud. "My first thought was, wow, I sure got to the islands in a hurry." But the bump turned out to be a whale. Fortunately, neither sailor, boat nor leviathan were any the worse for wear. Then, five days later, just before dawn, the boom snapped in half. He repaired it by pounding the broken halves of the boom over the boat's removed sprit pole.

Despite the problems, *Zapped* was the second boat to finish (and first uncorrected in the 'heavy' division), coming in shortly after midnight on the 29th.

The third boat in was *Tease*, Tony Carr's Hobie 33. At 36 this year's youngest competitor, Tony had been pushing hard in the homestretch to try to save his time over *Alchera*. He was flying toward the finish line under spinnaker and close inshore when the race committee realized he was headed right for the reef off the entrance to Hanalei.

"Look at your depth sounder!" came the cry over VHF. Tony immediately went



Another unique aspect of the Solo TransPac is that non-participants sometimes sail along with the fleet just for the heck of it. This is Carl Eschelman "finishing" off Hanalei (the finish is a line of bearing taken from the condo complex on the hill). He also singlehanded over in company with the '96 Solo fleet. As then, he was welcome company. "It doesn't matter to racers. Once you're out here, you're part of the family," notes Mark Deppe. Inset, TransPac'ers anchored in Hanalei under Mt. Waialeale, whose 460 inches of yearly rainfall have earned it the title 'wettest spot on earth.'

into a crash jibe which blew out his kite. When he got it aboard, he called the race committee to ask if he had finished. No, they replied, not yet! Tony hurriedly turned *Tease* downwind — and immediately hit the reef. After two more bounces, the boat finally made it back into deep water and the finish. Amazingly, *Tease* was little the worse for wear for her rocky grand finale. Under the big tree, Tony later said that his biggest fear was that one of the snorkelers nearby might have tried to help push the boat off — and that such 'outside assistance' would have disqualified him, after more than 2,000 miles of sailing, within spitting distance

Tony Carr's 'Tease' had a bouncy start — and even bouncier finish.

of the finish line!

Meanwhile, at the back of the fleet, Jim Kellam was working hard to keep his Spencer 35 *Haulback* moving consistently. Fortunately, conditions favored the heavy 21-year-old boat through much of the race.

"The first 1,000 miles we had particularly good sailing conditions," says the Canadian sailor, who celebrated his 50th birthday on the third day out. "We averaged a bit better than 150 miles a day with the best day's run being 164 miles noon to noon for an average of 6.8 knots." Most of this was accomplished under a code zero in comfortable reaching conditions and maybe 12 knots of breeze.

As with Deppe, for Kellam the race seemed clearly broken into three stages. His middle stage, which began about halfway across, also featured frustratingly light wind. "It only lasted three days, but it seemed like forever," recalls the heavy crane operator. "I was tweaking, trimming, changing sails, jumping up and down — doing everything I could seemingly to no avail. I was ready to sacrifice a live chicken for some more wind."

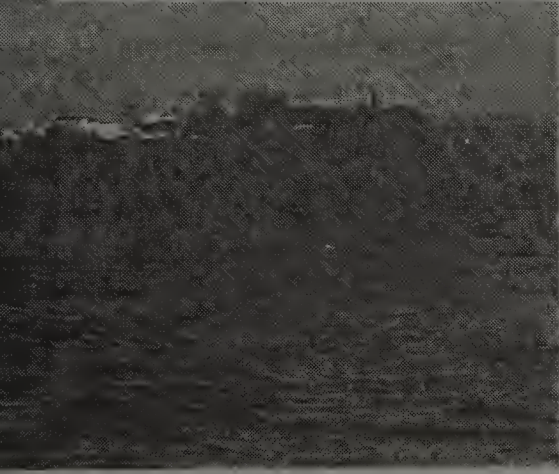


LATITUDE/JR

— LUCID DREAMING



ROBBY COLEMAN



ROBBY COLEMAN

(Fortunately, none were aboard — no animals were harmed in the making of this movie.)

In the final days, Jim had *Haulback* moving well again, listening as, one by one, his competitors crossed the finish line ahead of him.

"By the time everyone else was anchored in Hanalei Bay, I did the math for about the 100th time. I have little confidence in my mathematic ability, but it seemed to indicate that unless I were to suffer some disaster, I would probably win." A magnificent rainbow at the finish heralded that exact result — last to finish on July 1 after 16 days, *Haulback* corrected out to beat *Alchera* by a tad under an hour.

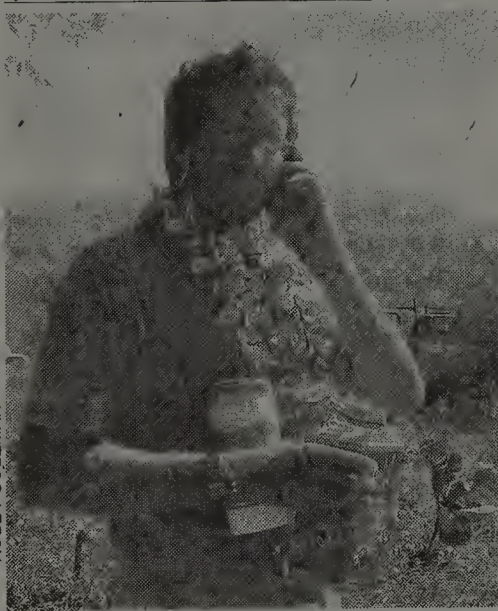
Second in the Displacement Division and second overall was Steve Wilson on the 'oldest' boat in the race, the Bob Perry-designed Westsail 39 *Westerly*, which was launched in 1979.

Like Kellam, Wilson knew he would show well — or at least not embarrass himself too badly — if he just kept the boat moving. Not an easy task in the light stuff. Luckily, he had a secret weapon: "twin headsails made up at the last moment from two blown-out 120s," says Steve, a dentist from Alameda. "Together they weigh about 100 pounds but this setup was usually as fast as the kite, and was up every night. If the wind was

strong enough to use the windvane, the combination of vane and twins was squall-proof. To go any faster would have required a lot more attention and sleep deprivation. Did I mention I'm not really hardcore?"

An amateur radio operator for the last 40 years, Steve was also the race's communications boat — the one everyone checked in with twice a day. At first he declined the offer, thinking the last thing he'd want during the race is to be fooling around with the radio so much. "As it turns out, this was one of the more fun aspects of the race," he says. In fact, he enjoyed it so much, he's repeating the role for the fleet, which is also sailing home together as this was written (except for Carr, who had to get home earlier, so shipped *Tease* back). In fact, our mini-interview with Steve took place over SailMail when he was still 800 miles out. Journalism of the future, for sure.

Sleep management is an issue near and dear to the heart of singlehanders. When it's just you, how can you sleep and sail at the same time? The short answer is, you can't. You take short catnaps here and there while the boat steers



ROBBY COLEMAN

herself. Everyone handles this a little differently. For some, it's the most difficult aspect of singlehanded racing. Others, like Erik Schwartz on the SC 40 *Rusalka*, had a novel approach. His first child, daughter Ellen, was born in

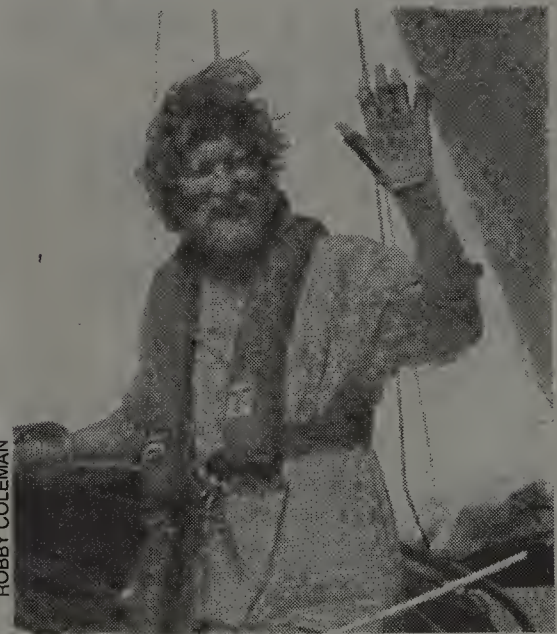
March. He was looking forward to doing the race so he could finally get some sleep.

Veterans like Deppe go with the flow. "I had my first set of lucid dreams last night," he wrote in a daily update to race headquarters on June 24. "A lucid dream is so vivid and detailed it's close to being awake. But the most interesting aspect is that the dreamer is aware he is dreaming, and can control how the dream develops. Fun stuff. Being extremely fatigued helps initiate the special conditions required to enter the lucid state.

"Anyway, back to reality. . . or is this still a lucid dream?"

Elder statesman of the 2002 Singlehanded TransPac was Seattle's John Guzzwell, who also celebrated a birthday, his 72nd, during the race. John was a returning veteran, having done the race in 1998 aboard the then brand-new *Endangered Species*, a self-built cold-molded ULDB 30 reminiscent of a sailing Stradivarius.

Although he eschews publicity, Guzzwell is one of the most accomplished sailors alive. In the '50s, he singlehanded the 21-ft Laurent Giles sloop *Trekka*



ROBBY COLEMAN

Above, Steve Wilson aboard 'Westerly.' Left, Tony 'Reef Dancer' Carr: "Hi, State Farm? How you guys doing today. . . ?"

around the world alone. He was with Miles and Beryl Smeeton when their ketch *Tzu Hang* was pitchpoled and dismasted off Cape Horn. He has built boats as large as the 158-ft topsail schooner *Tole Mour* and sailed the Pacific Rim with his family aboard his 46-ft pilot-house cutter *Treasure*. We mention these things because at the June 26 morning

2002 SINGLEHANDED TRANSPAC

RESULTS

	skipper	type	homeport	Elapsed	Corrected	Div.	Flt.
ULDB							
Alchera	Mark Deppe	J/120	San Francisco	13:01:04:15	11:03:43:35	1	3
Tease	Ton Carr	Hobie 33	Alameda	14:07:12:10	11:22:40:00	2	5
Rusalka	Erik Schwartz	SC 40	San Francisco	14:14:00:00	12:17:50:00	3	6
Endangered Species	John Guzzwell	Custom 30	Seattle	15:15:51:39	13:02:36:59	4	8
DISPLACEMENT							
Haulback	Jim Kellam	Spencer 35	Port Roberts, WA	16:02:50:11	10:10:48:11	1	1
Westerly	Steve Wilson	Westsail 39	Alameda	15:01:15:57	10:22:19:57	2	2
Zapped	Jim Tallet	J/33	Seattle	13:14:01:04	11:04:32:24*	3	4
Seabird	Lou Freeman	Swan 51	San Diego	14:15:24:23	13:00:32:23	4	7

*Zapped's corrected time includes 2 hour cumulative penalty for failures to check-in

check-in, Guzzwell reported having "one of the best nights of sailing I'd ever enjoyed in my life," carrying his big kite nearly the whole night long. Coming from him, that really means something!

The closest finish in this year's race was between Erik Schwartz on *Rusalka* and Lou Freeman on the Swan 51 *Seabird*. Erik finished at exactly midnight on June 30, with Lou coming in not quite an hour and a half later. Both had been

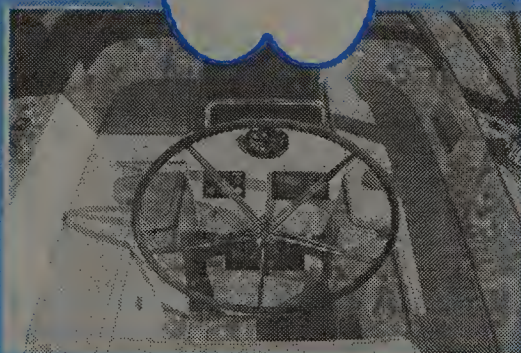
denied better finishes by the light winds of mid-race — "It's difficult to go fast in a 41,000-lb boat in two knots of wind," noted Lou. In fact, that mid-ocean delay caused possibly this year's biggest crisis: 11 days out, with more than 500 miles to go, Lou was down to his last cigar. "You guys were right about taking 30 days worth of food," he noted in a radio conversation with race committee headquarters. "I should have taken a 30-days supply of cigars, too!"

access via www.sfbaysss.org.

Better yet, if any of this appeals to you, why not make preparations to sail your own boat to Hawaii in the 2004 Solo TransPac? This is a great and extremely supportive bunch of folks who go out of their way to help each other prepare their boats. And as any of them — from this or any other year — will tell you, it's the experience of a lifetime.

— latitude/jr
with special thanks to
race chairman rob macfarlane

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THE BAY



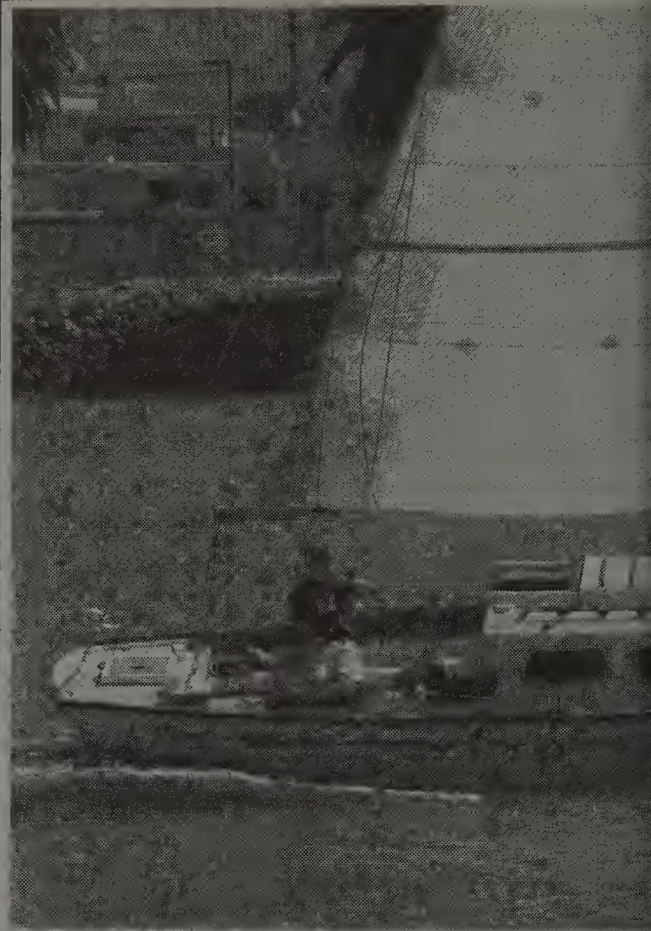
Buena vistas — far left, party time on 'Glory Days'. Center, a pretty ketch off Alcatraz. Above, Swan in flight. Spread, 'Starquest' City-bound.

This month's 'theme' for *Eye On the Bay* is the spectacular vistas of San Francisco Bay. Not only is this about the best place on earth to sail, but everywhere you look *when you're sailing* are breathtaking mountains, islands, bridges and of course, the City by the Bay itself, shimmering both day and night.

An interest in local history will heighten the experience even more. San Francisco was little more than a marshy hide-trading port before some guy found a few flecks of gold up the river at Sutter's Mill, for instance. Angel Island was at various times a military outpost, immigration station and even military prison — the first Japanese prisoner of war in World War II was initially held there! And long before there was a bridge across the Golden Gate, two bar owners settled a bet as to which one's horse could swim across the gap faster at slack tide.

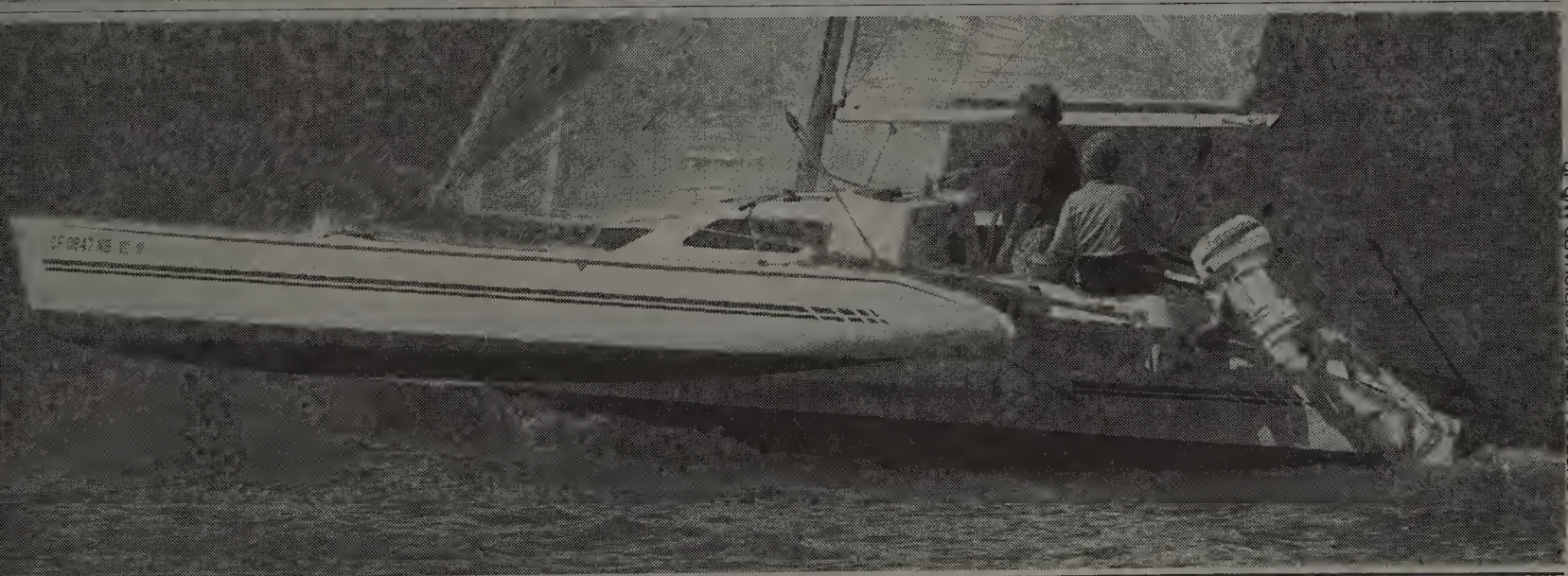
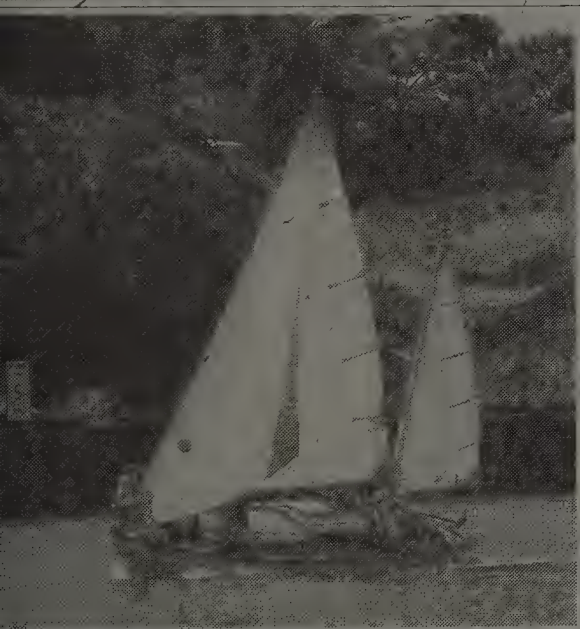
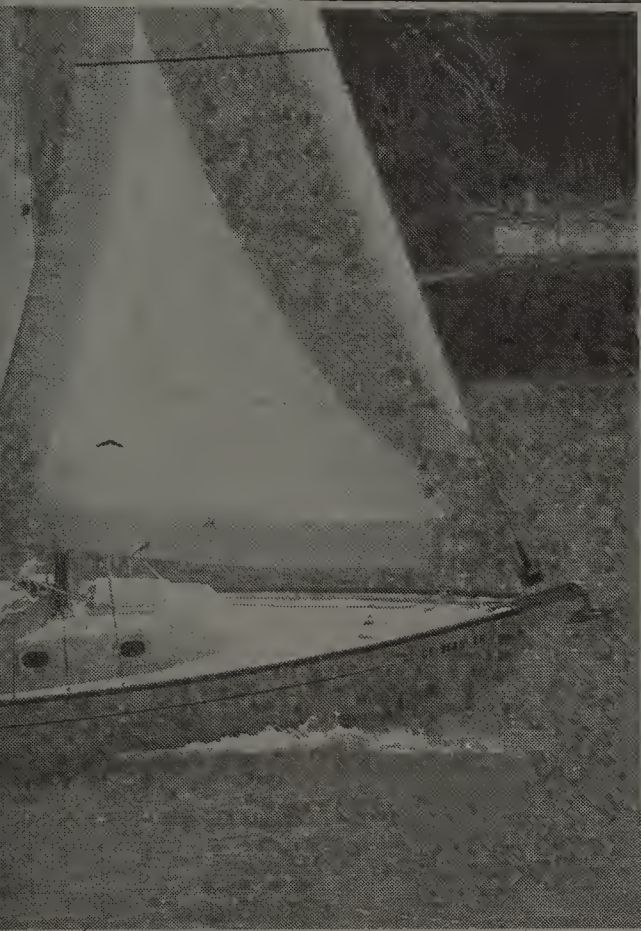
We encourage all of you to get out and enjoy our lovely Bay and the rest of the summer. We also encourage you to pick up any cheapo used book on local history and leave it on the boat. Before you go out, open to any page and memorize one more factoid. It'll add another dimension to your enjoyment of sailing the Bay.

EYE ON



The eyes have it (clockwise from above) — TransAmerican sailing; a pretty Alberg off T.I. (where are your lifelines, buddy?); reefed for action, 'Yukon Jack' slips past the Sausalito fog; WylieCat rockin' and rollin' on a windy afternoon; tri sailing near Clipper Cove; the Catalina 36 'Bamboozled Again' punches through a bumpy ebb near Angel Island.





ALL PHOTOS LATITUDE 38/RICHARD AND JR

SAIL SAN FRANCISCO 2002 —

We devote oceans of ink to extolling the virtues of the latest-greatest racing machines and the most tricked-out cruising yachts. But this month we'll balance the ledger a bit by focusing on the other end of the spectrum — vintage schooners and globetrotting square-riggers.

The arrival, July 29, of the 257-ft barque *Guayas* marked the beginning of a three-part celebration of traditional sailing craft dubbed Sail San Francisco 2002. You might say *Guayas* is the 'opening act' for an elaborate, six-day tall ship festival, August 28 to September 2, in which dozens of sail training ships, period classics and replicas will be sailing Bay waters and hosting public tours while berthed along the San Francisco waterfront. The final element of this summer sailfest will be the arrival, October 28, of Mexico's official tall ship, the 270-ft barque *Cuauhtemoc*, which will also be available for dockside tours. (Scheduling conflicts kept both *Guayas* and *Cuauhtemoc* from arriving in sync with the other ships).

As many readers know, an enormous tall ship subculture exists worldwide which includes both naval and merchant marine cadet-training vessels, as well as privately-owned schooners and gaffers which offer hands-on sail training to folks of all ages. Like their larger cousins, some of these smaller vessels travel on long-distance, blue-water circuits, with their port calls timed to participate in a variety of long-established tall ship festivals such as Europe's annual Cutty

Tall ship festivals evoke a sense of connection to our maritime heritage, and remind us that many who settled these shores arrived by sea.

twined with sail power. As every grade-schooler knows, great clouds of canvas carried early settlers, gold-seekers and entrepreneurs to our shores — as recently as the 1930s square-riggers could still be seen berthed along the San Francisco waterfront.

It's not that foreign 'school ships' wouldn't like to visit our fair city, it's just

One of the best ways to appreciate these vessels is to sail out and meet them as they pass beneath the Golden Gate.

that we're a bit isolated. It's a very long slog north from Panama and a 5,000-mile voyage from the Orient. So it wasn't until California's sesquicentennial celebrations in 1999 that the Left Coast finally attracted a substantial gathering of tall ships.

In the years since, the organization that facilitated that event, a nonprofit named Sail San Francisco, has been diligently working with the American Sail Training Association (ASTA) and several other West Coast tall ship organizations to achieve a lofty goal. They intend to stage multi-port, West Coast tall ship events every three years, jointly called the Tall Ships Challenge. As we go to press, ships are gathering in the Pacific Northwest for festivals near Vancouver, B.C. (August 8-12) and Seattle (August

15-19). The fleet will then race to San Francisco, and after festivities here, many will race down the coast to L.A. September 2.

There are those among us who positively swoon with excitement at the sight of a square-rigger or schooner bashing along under

full sail, while others don't quite get what all the buzz is about. If you find yourself in the latter group, we'll give you our take on it. First, of course, there is the undeniable connection to the past. Just as

square-riggers carried our forefathers across the Atlantic and around Cape Horn to settle the West, gaff-rigged coastal schooners were the primary cargo carriers on both coasts of America, and many rivers, until the turn of the century. So practicing the traditional arts of marlin-spike seamanship gives tall ship aficionados a warm and fuzzy sense of attachment to our nautical heritage — and to heroes of literature and film such as Richard Henry Dana and Errol Flynn.

By the same token, Naval instructors would probably tell you that practicing the tightly-choreographed teamwork necessary to maneuver a square rigger or a large schooner gives cadets a fundamental grounding in age-old nautical skills and comradeship that will serve them throughout their careers. These days, through what are called "teambuilding cruises," myriad corporate execs, as well as troubled youth, garner similar benefits from sail training.

Finally, we'd make the case that modern yacht sailors often find it fascinating to analyze the mysterious spaghetti-like mass of lines which control yardarms, square sails, tops'ls and jibs. And it is great fun to swap tales with cadets and officers, some of whom will have sailed across 5,000 miles of open ocean to get here.

One of the best ways to appreciate these vessels, of

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LATITUDE / ANDY

Sark Regatta or New York's frequent OpSail events.

Sadly, the West Coast has missed out on most of the fun, despite the fact that our early history was intrinsically en-

GREAT CLOUDS OF CANVAS

course, is to sail out and meet them as they pass beneath the Golden Gate at noon on August 28 in a grand processional called the Parade of Sail. What-

ever you do, though, give them a wide berth. Having your mainsail skewered by the bowsprit of a square-rigger is one of the easiest ways we know of to tarnish an otherwise-unblemished reputation.

Although political, financial and other problems will prevent a number of formerly-con-

firmed ships from attending, the fleet will nevertheless be impressive, and roughly 20 vessels will be berthed along the San Francisco waterfront between Pier 35 and Fisherman's Wharf, where they will be open for daily tours. Some foreign ships will also host cultural music and dance performances.

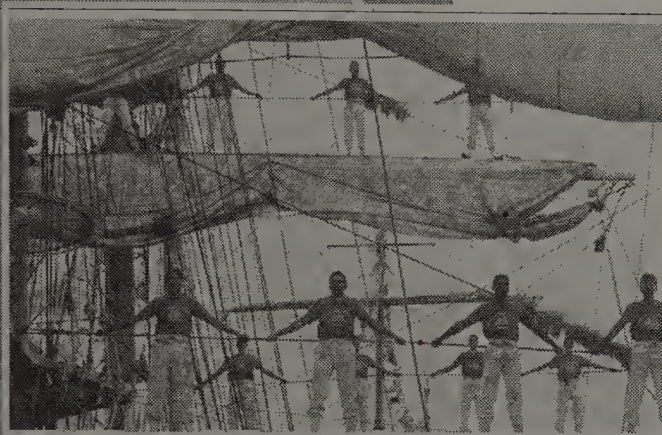
Among the highlights of the Labor Day Weekend extravaganza will be *Europa*, a 185-ft barque from The Netherlands; *Bat' Kivshchnya*, a 97-ft gaff-rigged schooner from the Ukraine; *Niña*, a 93-ft replica of Columbus' original flagship; *Lynx*, a 122-ft replica of an early 1800s Baltimore clipper, and the former San Francisco Bar Pilot schooner *Zodiac*, which is returning to the Bay from her base in Washington for the first time since 1973.

We don't have room to profile every ship in the fleet here, but hopefully the following will pique your curiosity enough so that you'll set aside time to visit them.

Some cadets and officers will have sailed across 5,000 miles of open ocean to get here.

Guayas (Ecuador) — If you're reading this hot off the press, you still have time to check out *Guayas* at her Pier 35 berth (tours until 5 p.m.). She'll depart the Bay August 2.

Built specially for the Ecuadorian Navy in 1977, she is based at Guayaquil, the main port of this small Andean country. *Guayas* takes her name from the first steamship built in South America, back in 1841. She is a bit younger than her



Spread: The Dutch ship 'Europa' will be one of the stars of the show. Inset: Ecuadorian cadets stand on 'Guayas' yards.

SAIL SAN FRANCISCO 2002 —

South American sistership, Colombia's *Gloria*, which is expected to visit the Bay next year.

Sparred length: 267'; **Beam** 35'; **Rig:** three-masted barque; **Sail Area:** 17,222 sq. ft.; **Mast Height:** 127'; **Hull:** steel; **Built:** 1977 at Bilbao, Spain; **Homeport:** Guayaquil, Ecuador; **Number of Cadets:** 90.

Europa (Rotterdam, Netherlands) — Aptly named after a Greek mythological character who was renowned for her beauty — and, of course, lent her name to the European continent — this stunning ship travels the world with up to 50 passengers.

Under full sail, she is a spectacle to behold, as her elaborate sail plan includes six square sails on her mainmast and four jibs. She carries 27 sails total. You won't want to miss the chance to walk her decks and tour her guest accommodations below. Built in Hamburg in 1911, she was originally employed as a lightship at the mouth of the Elbe River — a seemingly inglorious assignment for such a handsome vessel.

Sparred length: 180'; **Beam** 24'6"; **Rig:** three-masted barque; **Hull:** steel; **Built:** 1911 at Hamburg, Germany; **Homeport:** Rotterdam, Netherlands; **Number of Passengers:** 50 + crew.

working pilot schooner in the U.S.

Since 'retiring' she has been based in Washington state, where she was lovingly refurbished by the Mehrer family. In her second career, as a charter vessel, she has introduced thousands of sailors to the time-honored traditions of gaff-rig sailing. *Zodiac* was originally built as a private yacht for a member of the Johnson family (of Johnson & Johnson health care products).

Sparred Length: 160'; **LOD:** 127'; **Beam** 25'5"; **Rig:** two-masted schooner; **Hull:** wood; **Built:** 1924 at East Boothbay, ME; **Homeport:** Snohomish, WA; **Number of Passengers:** 24 + crew.

Lynx (California) — Evidence that there is still a place for traditional sail training in our ultramodern world, *Lynx* was just launched last summer, having been purpose-built for hands-on instruction.

Exquisitely crafted by master shipwrights, her design is an interpretation of a War of 1812-era clipper schooner of the same name which was enlisted as a "privateer" to fight against the British Navy.

Incorporating modern wooden construction techniques with her his-

toric lines and sail plan, she is a thing of beauty under sail.

Her ongoing coastal and offshore sail training programs focus on American maritime history as well as traditional seamanship.

Sparred length: 122'; **LOD:** 76'; **Beam** 23'; **Rig:** square topsail schooner; **Sail Area:** 4,669 sq. ft.; **Mast Height:** 94'; **Hull:** wood; **Built:** 2001



ALL PHOTOS COURTESY SAIL SAN FRANCISCO

at Rockport, Maine; **Homeport:** Newport Beach, CA; **Number of Crew:** 6 trainees + 5 crew.

Bat' Kivshchnya (Ukraine) — Because this globetrotting gaff-rigged schooner hails from Ukraine, in the former Soviet Union, her masts are actually hinged so that she can pass beneath river bridges.

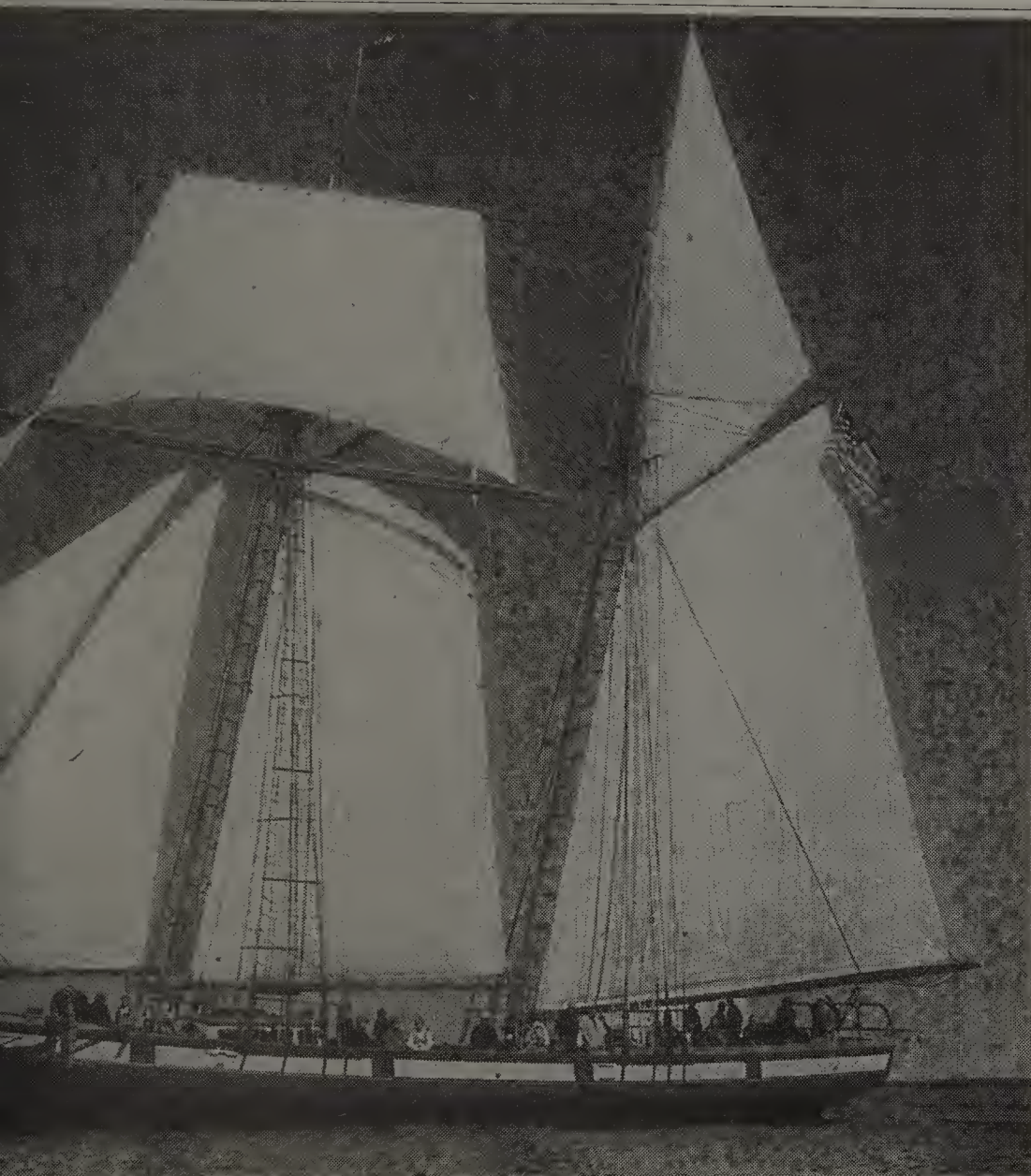
The Ukrainian schooner 'Bat' Kivshchnya'.



The 1924 William Hand schooner 'Zodiac' has S.F. Bay roots.

Zodiac (Washington) — When this beautifully-maintained William Hand schooner passes beneath the Golden Gate on August 28 it will be a very sentimental moment for elderly former bar pilots. From 1932 until 1972 she served as a pilot schooner, then called *California*, greeting incoming traffic on the approach to the Bay. She'd been the last

GREAT CLOUDS OF CANVAS



Spread: The schooner 'Lynx' is the newest member of the club. **Inset:** "Pull! Pull! Pull!"

Engaged in international sail training cruises, she carries a complement of 24 passengers. We don't know much more about her, but we encourage you to do a bit of investigating on your own. Her crew will undoubtedly be happy to tell you about their newly-liberated country, formerly referred to as the "breadbasket of the USSR."

Sparred length: 97'; **LOD:** 80'; **Beam** 17'5"; **Rig:** Two-masted gaff schooner; **Sail Area:** 2,690 sq. ft.; **Mast Height:** 68'; **Hull:** steel; **Number of passengers/crew:** 24.

R. Tucker Thompson (New Zealand) — The building of this sweet-sailing square tops'l schooner was the dream of her namesake, R. Tucker Thompson. Sadly, he died before she was completed, but his son Todd and good friend Russell kept the dream alive, launching *Tucker* at Mangawhai, New Zealand, in 1985. They've been exploring remote regions of the world with her ever since. In addi-

tion to her six professional crew, she carries eight paying "passage crew."

Tucker's design is reminiscent of the fast-sailing halibut schooners that used to ply the waters of the Pacific Northwest, but since she was purpose-built for voyaging, her interior is comfy and cozy on her frequent long-distance, open-water passages. She has circumnavigated and has participated in a variety of international tall ship events.

LOA: 85'; **LOD:** 60'; **Beam** 16'; **Rig:** Gaff-rigged sq. tops'l schooner; **Built:** 1985 at New Zealand; **Homeport:** New Zealand; **Number of Passage Crew:** 8 + 6 crew.

Niña — Built in Brazil using centuries-old woodworking techniques, this unique vessel has been heralded as the most historically-accurate replica ever built of Columbus' famous *Niña*, the flagship of his inau-

gural voyage to the New World.

After her hand-hewed construction in the late '80s, she sailed to Costa Rica in 1991 to be used in the filming of the well-timed epic entitled *1492*. She then joined in the Columbus 500 tall ships' festival in Puerto Rico and has been making North American port calls ever since. With her crew dressed in period costumes, this unique museum ship is a

The caravel 'Niña' is historically accurate.



slice of living history that should not be missed. Don't forget to bring your kids.

LOA: 93'; **LOD:** 66'; **Beam** 17'3"; **Rig:** caravel; **Sail Area:** 1,919 sq. ft.; **Hull:** wood; **Built:** 1991 at Valenca, Brazil.

North Star of Herschel Island

(Yukon Territories, Canada) — Talk about a unique pedigree, this three-masted, full-rigged ship was built in 1935 as a cargo ship for two Inuit fur traders. She spent her first thirty years working the western Canadian Arctic while the ice was open, usually being hauled ashore each winter.

When cargo planes threatened her usefulness, she was abandoned on the ice for six years until being discovered

TALL SHIPS CHALLENGE EVENTS

Port Calls

Aug 8-12	Richmond, BC (Vancouver area)
Aug 15-19	Seattle, WA
Aug 28-Sep 2	San Francisco, CA
Sep 6-10	Los Angeles, CA
Sep 13-16	San Diego, CA

Tall Ship Races

Aug 20-27	Seattle (Cape Flattery) to San Francisco
Sep 2-5	San Francisco to Los Angeles

Sail San Francisco 2002 Contact Info

Event hotline	(415) 552-9903
Tickets for ship tours	www.tickets.com
(Adults: \$12 for five days; Kids <12 & Seniors: \$9)	
Complete event schedules, etc.	www.sailsanfrancisco.org
Parade of Sail, Battle Sails	
& Sunset Sails	(888) 833-SAIL (7245)
Port-to-Port sailing opportunities	(800) 299-4444

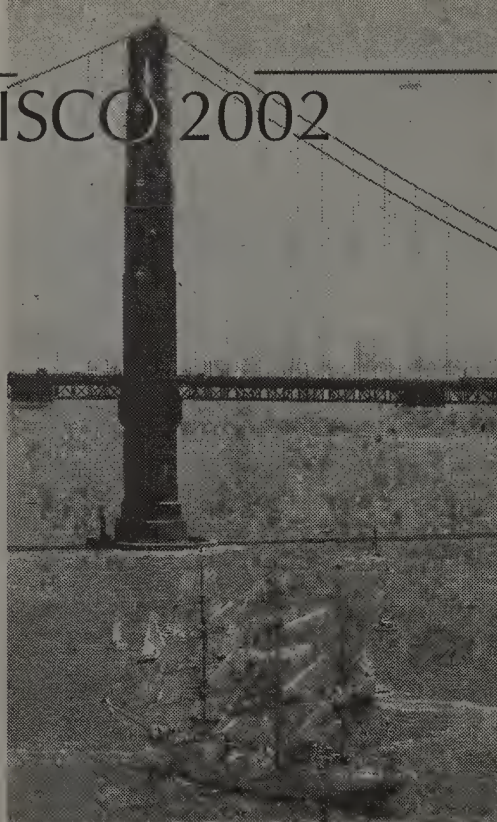
SAIL SAN FRANCISCO 2002

by her second owner, who chanced upon her while crossing the Northwest Passage under sail. He returned after his successful transit, purchased her and put her into service running cargo, surveying the Alaska/BC border, and making sail training voyages with Inuit people. We can't wait to check her out and learn more about her adventurous history.

LOA: 78'; **Beam** 15'; **Rig:** full-rigged ship; **Homeport:** Herschel Island, Yukon Territories, Canada.

Many other noteworthy vessels will also participate in the Parade of Sail on August 28, including some familiar Bay Area charter vessels such as the 103-ft square topsail ketch *Hawaiian Chieftain*, the 78-ft schooner *Rendezvous* and the 50-ft scow schooner *Gaslight*. In fact, if you act fast, you may still be able to secure a spot aboard one of them for 'front row' viewing.

By 5 p.m., the fleet should be berthed along the waterfront and receiving visitors. Throughout the festival, they will be open for tours from 9:30 a.m. until 5:30 p.m.



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Organizers promise that ships will pass beneath the Gate under full sail, so dust off the camera and mark your calendars.

If you'd like to take a trip back through time to the days when ships such as these did battle on the open seas, consider booking passage on one of the daily (mock) gun battle between the *Lynx* and the *Hawaiian Chieftain*. It's loud, smoky and adrenal — but all in good fun.

Additionally, a wide variety of maritime demonstrations will take place along the docks — everything from knot-tying to model boat building — from 11 a.m. to 7 p.m. daily. As mentioned earlier, multi-cultural music and dance programs will also be performed in the area, in keeping with the event's mandate to "foster international good will and friendship." Sail San Francisco's slogan, by the way, is "One World, One Ocean."

Unfortunately, there won't be as many foreign flag vessels this time as there was in '99, but there will be more vessels open for viewing along the San Francisco waterfront than ever before.

Even though we don't often focus on 'old-time' vessels in these pages, we applaud the practice of traditional seamanship, and hope you'll take advantage of this rare opportunity to enter the captivating world of mile-high yardarms, polished bronze pinrails and brilliant white clouds of canvas.

Who knows, if the momentum continues maybe, someday San Francisco will attract a massive tall ship fleet on par with OpSail.

— *latitude/aet*

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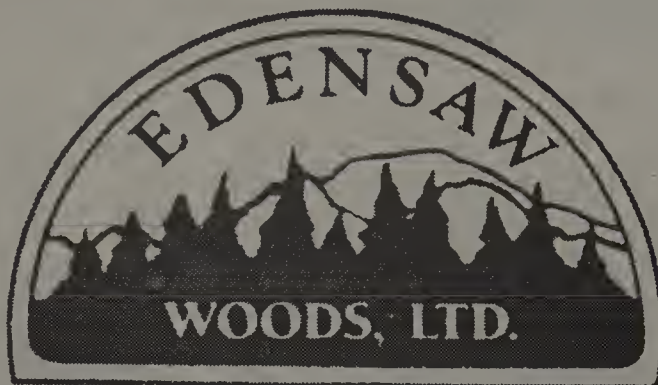
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MAX EBB

"I think you would actually do better in your races," I tried to explain as we walked through the dry storage yard. "if you kept your boat in the water."

It was my way of complaining about the hassle of launching a dry-sailed boat. A small ultralight, it was owned by a new yacht club member whom I had sponsored, and he had been asking me to come out and take a look at his jib lead adjustments and rig tuning for weeks. Unfortunately I hadn't been clever enough to figure out a way to meet him after the boat was launched and leave before it had to be put away.

"All the top boats in the class are dry-sailed," he assured me. "It keeps the bottom perfectly clean, and the fiberglass doesn't absorb any water. I save a lot of money on marina fees and boatyard haul-outs, too."

"But your boat would go faster if you wet-sailed," I argued as I heaved against a trailer wheel to get the thing rolling.

"How so?" he challenged. "Bottom paint can never be as smooth as fiberglass."

"Because you would be a better sailor if you sailed more often," I proposed. "If it didn't take half an hour to launch your boat and another 45 minutes to put it away, you would sail a lot more: summer evenings after work, impromptu weekend daysails, even short spins around the harbor."

"No, it really only takes a few minutes to launch," he insisted between grunts as he pushed hard on the other wheel to coax the big trailer over an imperceptible high spot in the pavement. "And it's much easier with the motorized towing dolly. . . ah, looks like that other boat is done with it now."

We stopped pushing and attached the trailer towing device, which made moving the boat over to the hoist very quick and easy. But then we still had to wait for another boat in front of us to finish with the hoist before it was our turn.

"When I arrive at my boat," I said to my friend, "I just start the engine, cast off the docklines and go. The main is up before I'm past the breakwater."

"Well, if you're going to use an inboard motor, that's different. Of course you can leave the dock before doing any rigging."

"Even when I sail away from the dock," I continued, "all I have to do is throw off the sail cover and hoist the main, let go the lines, push off, and I'm sailing. It takes less than five minutes. One trick I've learned is to always have the least experienced guest take the sail cover off. That way, when I'm back at the dock, they sometimes remember how to put the



I-14 designer Paul Bieker with a T-foil rudder used at the 2000 Worlds in England.

cover back on, and they can do something useful while I unrig."

As we went through the process of attaching the lifting gear, hoisting the boat up, swinging it out, and lowering it into the harbor, I continued to harangue him about the skills he would acquire so much faster if only he would go sailing three or four times a week instead of twice a month.

"Think of all the docking under sail, and the time you'll get steering in waves, the close maneuvering around other boats. You'll be able to do all the beer can races, instead of just the ones that fall on a race weekend when you are putting the boat in anyway."

"Okay then, why doesn't that same argument apply to the top of my fleet? All the top boats are dry-sailed. If they wet-sailed they'd be better sailors and win, by your logic."

"It doesn't work at the top of the fleet because everyone there is already very good, and the winning margins are very small. But you're on the steep part of your learning curve, and there's no substitute for sheer number of hours sailed and races finished."

"Maybe, but this weekend I'm concentrating on tuning and instrumentation," he informed me.

My friend was smart and enthusiastic and technically inclined, so naturally he had installed every conceivable instrument from inclinometers to VMG computers. But just as he was booting up the onboard computer, he was totally distracted by something else on the dock.

"What . . . is . . . that?" he demanded of a young woman in a wetsuit walking down the dock with the strangest rudder I had ever seen. It was Lee Helm, suited up for dinghy sailing, with some kind of rudder-hydrofoil combination.

"Yo, Max," she said, turning her head as she kept walking past. "Back in five, gotta get this thing put away."

RENEE SPEAK

Most men would have been distracted more by the shape of Lee's wetsuit than by the thing she was carrying, but my friend was instantly smitten by the idea of a hydrofoil on the lower tip of a rudder blade.

"Does that foil really lift the boat out of the water?" he asked. "How much wind does it take? What kind of foils are on the bow?"

"It's a hybrid," Lee called back. "It like, still planes, but the rudder foils help out by unloading the stern."

"What an interesting experiment," he sighed longingly as Lee walked up the gangway and out of sight. "I wonder if that rig will ever be competitive against other dinghies."

"It's more than competitive," I informed him. "If that's what I think it is, it goes on the back of an International 14 dinghy. And I think I read somewhere that a rig like that won the class world championships last year."

In response to my friend's questioning expression, I explained all I knew about I-14s, and how as a development class they had few rules except overall length and sail area — which was still way too much for the 14-foot length. He was fascinated.

"So the class rules are open enough to allow hydrofoils, which only some of the crews can afford to design and build?"

I nodded, thinking that he was about to agree that this was an absurd twist in sailboat racing.

"That is so great," he exclaimed instead. "Especially when someone comes up with a new configuration that works."

"The class is one of the oldest anywhere," I added, trying to fill in a little more history of the beginnings of I-14 racing in England in the early part of the 20th Century. "They went from gaff rigs to double trapezes. Just about the only constant in the class has been the 14-foot length limit."

"The small size keeps the storage costs down," remarked my friend. "But I could never see myself racing one of those things on the Bay — the water looks much too cold."

"Is that the boat that won the Worlds?" I asked Lee as she came down the dock to get more gear.

"No, that was Zach Berkowitz and

Trevor Baylis, with a boat designed by Paul Bieker. And like, they totally dominated. They won some of the races by, like, five minutes, and then could sit out the last race and still win the series. They were that much faster. This boat is a new project I'm helping out with."

"What do you think the hydrofoil really does?" I asked.

"Uh, we call it a T-foil rudder," she said, sounding amazed that I didn't know all about them already. "It's like the one that won the Worlds, only we hope we can like, make it even faster . . ."

"Wait a minute," interrupted my friend. "You mean a boat with all that extra surface area attached to the rudder really did win a major world championship?"

"For sure," she said.

"Okay, Lee, what's really going on with those things?" I asked. "The boats don't get completely foil-borne, so it doesn't seem as if it's really saving that much drag."

"There are at least four things going on the T-foils," she explained. "First the lift. I mean, for most boats, the lift over drag ratio of the hull is way too good to be helped by a foil. For a hull in displacement mode the L/D might easily be something like 200 to one, depending on the speed."

"Wow," said my friend.

"Don't be impressed," said Lee. "I mean, think of a boat that's moving very very slowly. The lift-drag ratio approaches infinity as the speed approaches zero. But like, a foil will have an L/D of more like 20:1, depending on strut details and aspect ratio and stuff. So the hull has to be operating in like a really inefficient regime before the lift of a foil takes away more drag than it adds. Which is, like, usually the case for a boat that's forced to be too short by the class rules."

"So the lift from the foil really does make you go faster?" I asked.

"Only upwind in heavy air," she said. "That's when the boat is being forced along at a slow plane, in a very high-drag speed regime for the hull. That's when the lift from the foil might be speeding us up — we're still not sure. That's when the angle of attack is adjusted for the most lift."

"What does it do on a run?"

asked my friend.

"On a run I think the main thing is pitch stability. If we set it to lift on a fast plane, we'd go nose-down and it's, like, game over. That happened a few times today already — this thing is like really hard to learn to drive, but the foil has the potential to stabilize the boat if we use it correctly, and let us keep control at higher speed."

"Okay, we have lift and pitch stability. What else does it do?"

"It sort of extends the waterline, which is more help for a too-short hull. The class rules measure the length of the hull, not the rudder or foil. So like, if there's something pushing down on the water just aft of the hull, then for wave-resistance purposes the water thinks that there's a longer boat there, and hull speed is faster."

"Why don't other boats do that?"

"Cause it's easier just to make the hull longer," Lee explained. "And because most other class rules that limit length don't end up with as much wave resistance as a 14. And because big-boat rules usually don't allow these contraptions. But like, anywhere there's a big stern wave, there's water moving at some angle up from the horizontal, right in front of the crest. If you put an efficient foil there, you can turn that into lift and thrust. It's like recovering some of the wave energy that was put into the wave by the forward part of the hull."

"What's the last of the four?" I asked.

"Kotzmeyer effect propulsion," she stated.

"What?" we both asked at the same time.

"It's when a very efficient foil actually has a negative drag coefficient in oscillating flow," she tried to explain, but we were in deep and this was way over our heads.

"It's more of the same deal, extracting energy from water that's moving at an angle by turning it to go straight back. They discovered it in a wind tunnel at Cal Tech, where there was too much turbulence in the test area. The airfoil model was just like a sailboat tacking upwind: First the wind in the tunnel would come from a few degrees above, then from a few degrees below the horizontal. The angle was big enough and the airfoil was efficient enough so there was a small forward thrust left over — or negative drag."

"Oh, of course, I get it," said my friend. "But do you think that actually happens on your rudder? Seems to me you'd need a much much higher aspect ratio to take

MAX EBB

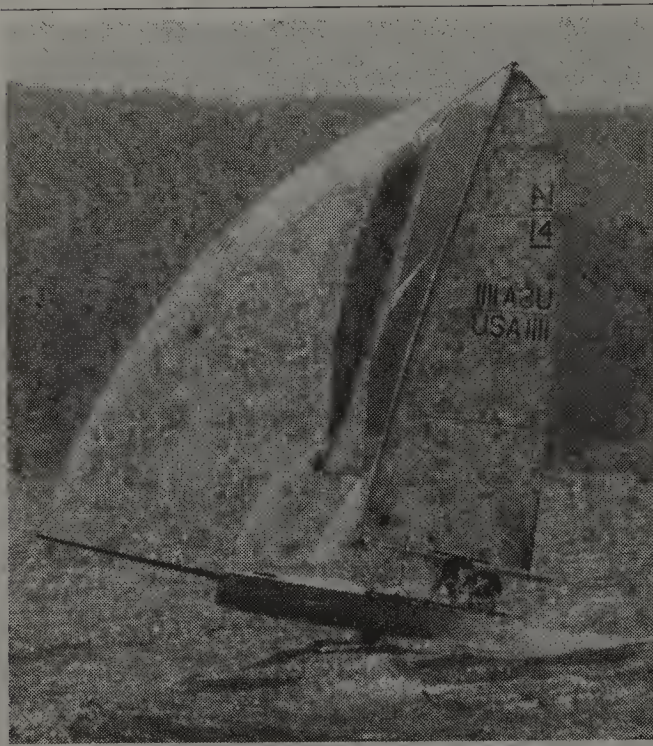
advantage of background turbulence."

"Not background turbulence, no way. The oscillations are from the pitching of the boat. Plus, our pitch control mechanism has just a little bit of intentional play in it, so the foil actually can flap just a little as the boat pitches up and down relative to the waves. It's a kind of swim fin effect."

"Of course!" shouted my friend. But I was still lost in the explanation of what the play in the control system had to do with it.

"The first version we tried," Lee went on, "we had a simple system where the whole rudder tipped forward and back to change the angle of the foil. But that changed the helm balance too much. We could solve that by tipping the rudder stock axis and gudgeons too, but then we didn't get the flapping foil effect."

"Are you the first people to invent that?" my friend asked.



Look! Out in the Bay! It's a bird... it's a plane... it's Suuuper dinghy. I-14s can also leap tall buildings and are more powerful than speeding locomotives.

"Naw. I think the 'Nelsons' — the little winglets that were on the rudder of one of the A-Cup defenders in '95 — were

after the same deal," Lee conjectured. "Anyway, the AC class has a limit on the number of movable appendages, so they did it with flexible materials instead. Anyway, I gotta go and get this wetsuit cooled down. I'm burning up in here."

Lee pulled uncomfortably at the partly unzipped neck of her wetsuit, then spotted a hose lying on the dock. She turned on the water and plunged the end of the hose into the neck of her wetsuit.

"Oh wow," she moaned, "that feels so good."

Maybe dry storage isn't such a terrible thing after all. It gets the keelboat sailors to mix it up with the dinghy crowd, and you meet the most interesting people while waiting in line for the hoist. And think how bad it would be if the yacht club had built a tennis court and swimming pool there instead.

— max ebb

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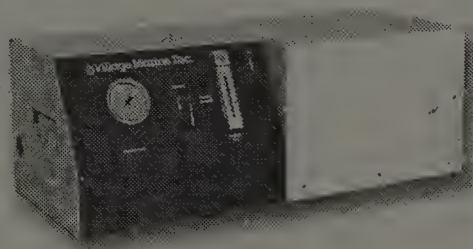
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LITTLE WONDER



STOWAWAY



SQUIRT

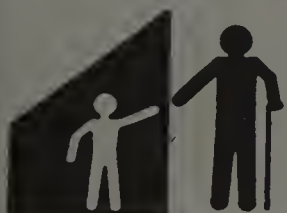
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THE RACING

*With reports this month on thin air sailing at the **High Sierra Regatta**; an abbreviated **TransTahoe Race**; the resurgent **PICYA Summer Championships**; a pleasant **Moonlight Race**; the fun and funky **Plastic Classic Regatta**; a slow **Vic-Maui Race**; the **Bay Area Optimist Championships**; the new, improved **Silver Eagle/Eaglet**; and the usual abundance of **box scores** and **race notes** at the end.*

High Sierra Regatta

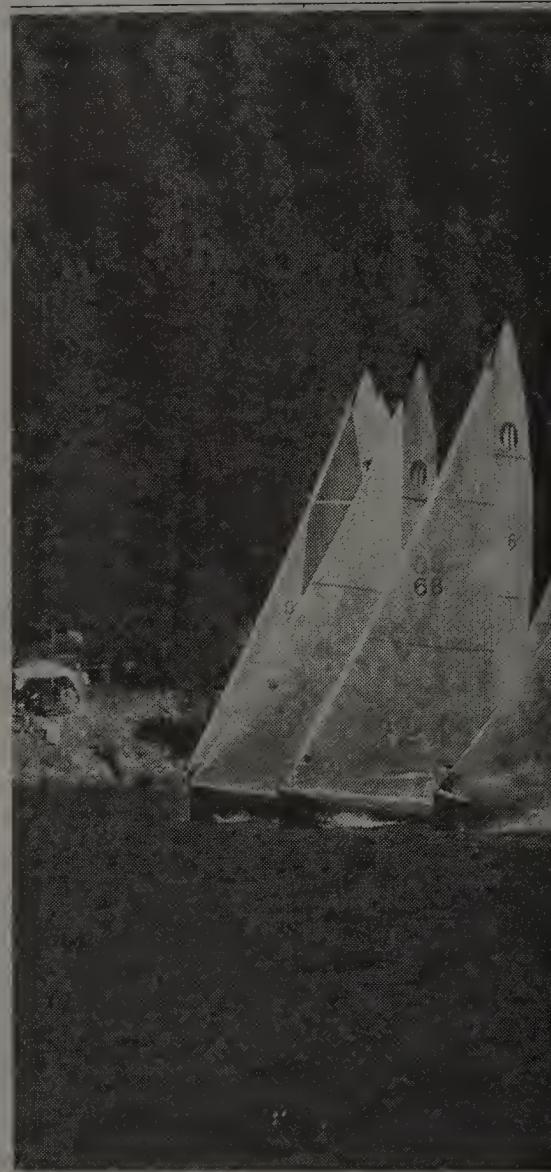
Fresno YC's 49th High Sierra Regatta on Huntington Lake delivered the goods once again this year, living up to its reputation as the best regatta on the West Coast lake circuit. As usual, the HSR consisted of two weekends — the dinghies went first on July 13-14, followed by the 'big boats' on July 20-21. Each weekend consisted of two scheduled races on Saturday, a tri-tip dinner on Saturday night at the rustic local lodge, and one longer race on Sunday.

A heat wave in the valley and thunderstorms in the mountains just before the first weekend conspired to kill the

cloudless blue skies and a 12-15 knot westerly — for Sunday's long course. "It was lighter and shiftier than normal all weekend," noted HSR veteran George Pedrick, winner of the 29er class.

The next weekend was postcard-perfect, allowing the keel boats to get in two days of challenging lake sailing — flat fresh water, lulls and puffs, and mind-bending 30° shifts. Several 20-25 knot puffs rolled through during Sunday's race, leaving one Moore 24 dismasted, several Coronado 15s capsized, and a Holder 20 turtled and in danger of sinking. Kudos to fellow Holder 20 sailors Jerry and Barbara Buk, with crew Jim 'JB' Bateman, for dropping out of the race to rescue their hapless sistership.

The star of the show each weekend



grounds. Fortuitously, the lake (actually it's a reservoir created by SoCal Edison in the '20s as part of a gigantic hydro-electric system) sits west to east, creating a perfect windward/leeward sailing arena. Located one and a half hours uphill from Fresno, Huntington is about a 5-hour drive from the Bay Area and about 5.5 hours from L.A. — so it tends to attract the most enthusiastic lake sailors from each end of the state for the HSR.

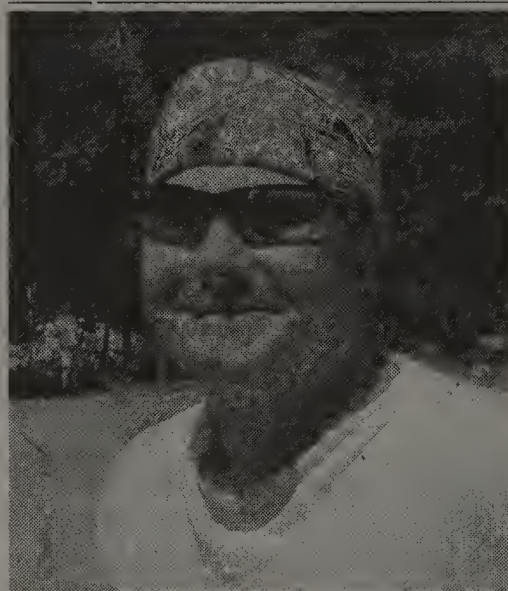
Plans are already afoot for next year's gala 50th edition of the High Sierra Regatta, and hopes are high for more of everything — classes, boats, sailors and shoreside fun. Don't miss it!

WEEKEND ONE (July 13-14):

BANSHEE — 1) Craig Lee, 4 points; 2) Greg Rodgers, 6; 3) Dean Eppley, 14; 4) Curt Rodgers, 16; 5) Ken Cardwell, 17. (12 boats)

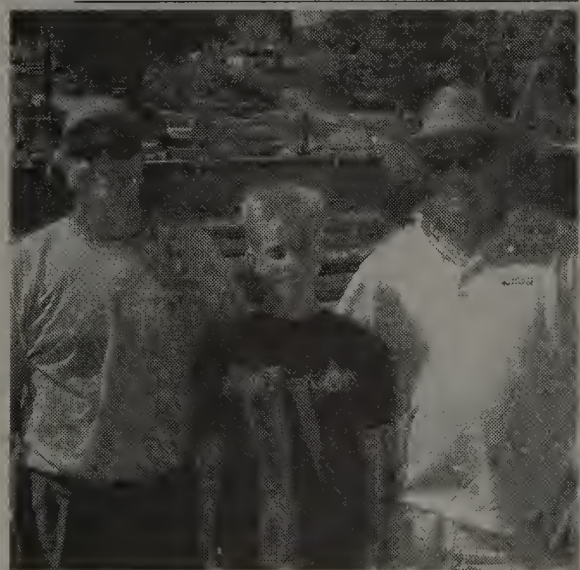
FIREBALL — 1) Allison Jolly, 6 points; 2) Nancy Roe, 6. (5 boats)

29er — 1) George Pedrick/Gene Harris, 4 points; 2) Glenn & Michelle Hansen, 5. (5 boats)



Vaughn Seifers, CEO of the 'Dumb America Syndicate' won the large Moore 24 fleet with an enviable 2,1,2 record.

was, as always, Huntington Lake itself. Situated at 7,000 feet up in the Sierras, the lake is four miles long, half a mile wide, and ringed by pine trees and camp-



Oh, behave! — From left, Steve Washburn, 13-year-old Stevie Washburn and Bruce Golison topped the Santana 20s with 'Mini-Me'.

wind on Saturday for the dinghy crowd. The wind was only 2-5 knots for the first race, which was abandoned soon after all boats had started. Eventually, the normally dependable westerly made an appearance and two races were held. Conditions were almost back to normal — i.e.,



Above, the Moore 24 fleet at the High Sierra Regatta. Inset, the Holder 20 'PMS' came a few air bubbles away from a watery grave.

I-14 — 1) Kirk Twardowski, 5 points; 2) James Beninghaus, 6. (4 boats)
 ULTIMATE 20 — 1) John Andrew, 3 points; 2) Chuck Allen, 8. (5 boats)
 LIDO 14-A — 1) Brady Sih, 3 points; 2) Chris Collins, 8; 3) Tom Jenkins, 11; 4) Stuart Robertson, 12; 5) Bob Yates, 19; 6) Freddie Stevens, 19; 7) Ken Campbell, 21. (16 boats)
 LIDO 14-B — 1) Rich Osborne, 7 points; 2) Terrie Canon, 13; 3) Jim Storms, 14; 4) Bob Spero, 16; 5) Roger Hinton, 17. (13 boats)
 DAYSAILER-A — 1) Dave Keran, 4 points; 2) Tom Haines, 9; 3) Deryck Clay, 10; 4) Len Foick, 18; 5) Carl Bell, 19; 6) Dave Misunas, 23; 7) Bill Fiock, 24. (21 boats)
 DAYSAILER-B — 1) Ann Digerson, 5 points; 2) Victor Nigro, 6; 3) Dan Alexander, 7. (8 boats)
 SAN JUAN 21 — 1) Richard Kahn, 5 points; 2) Ruth Barcus, 5; 3) Jerry Hansen, 9; 4) Waiane Aalto, 12; 5) Bill Parsons, 15. (13 boats)
 CATALINA 22 — 1) Jim Schmidt, 5 points; 2) David Crabtree, 10. (5 boats)
 MULTIHULL — 1) Mike Checkletts, Nacra 5.2, 6

points; 2) Stephen Sherry, Sea Spray, 7. (5 boats)

WEEKEND TWO (July 20-21):

PHRF-A — 1) Bob Farmer, Hobie 33, 4 points; 2) Keith Dettman, Hobie 33, 10; 3) John Scarborough, Olson 30, 12; 4) Garry Owens, Express 27, 15; 5) Ralph Wessel, J/24, 16; 6) Doug Kuhl, Santana 23, 17. (13 boats)
 PHRF-B — 1) Cam Lewis, J/22, 3 points; 2) Donna Womble, J/22, 7; 3) Gary Albright/Gary Troxel, J/22, 10; 4) Doug Deppe, O'Day 25, 13; 5) Jack Allen, J/22, 13; 6) Lewis Wagoner, Coronado 25, 18. (14 boats)
 WYLIE WABBIT — 1) Kim Desenberg/John Groen, 4 points; 2) Colin Moore, 8; 3) Pete & Angie Rowland, 9. (7 boats)
 MOORE 24 — 1) Vaughn Seifers, 5 points; 2) Bart Hackworth, 8; 3) Joel Verutti, 12; 4) Scott Sorensen/Susie Barber, 14; 5) Mark Berryman, 17; 6) Brad Butler, 18; 7) Rowan Fennell, 21; 8) Shana Rosenfeld, 28; 9) Mark Brien, 34. (19 boats)
 OLSON 25 — 1) Nat Gildersleeve, 4 points; 2) Thomas Blagg, 5. (5 boats)
 SANTANA 20 — 1) Bruce Golison/Steve Washburn, 4 points; 2) Charlie Ogletree, 5; 3) Charles Witcher/Charlie Hess, 11; 4) Ken Cardwell, 11; 5) Craig Lee/Jim Moodie, 18; 6) Jim Coyne, 18. (13

boats)

VICTORY 21 — 1) Scott Holmes, 4 points; 2) Donald Bonander, 5. (5 boats)

HOLDER 20 — 1) Greg Hamm, 5 points; 2) Jim Rosaschi, 6. (4 boats)

CORONADO 15-A — 1) Barrett Sprout, 4 points; 2) Mark Elliot, 5; 3) Walt Prue, 10; 4) Mike Shea, 11. (9 boats)

CORONADO 15-B — 1) Roger Robison, 4 points; 2) Adam Quest, 5; 3) Andrew Quest, 10. (7

boats)

JUNIOR LASER — 1) Henry Nieuwstad, 6 points; 2) Chris Lee, 7; 3) Kyle Bates, 9. (7 boats)

TransTahoe Race

Shagadelic, baby! Les Bartlett's vintage Venture 24 *Groovy* found its mojo in Tahoe YC's 40th Annual TransTahoe Race on July 6, winning overall by 6.5 minutes. Due to a 3-hour postponement before the westerly showed up, the course was shortened to 23 miles — basically a run from the west shore down to South Lake's Secret Harbor, and a long beat back.

"We lucked out," claimed Bartlett. "Conditions were perfect for carrying our genoa, and there was never enough wind that we were overpowered." Bartlett has been competing in the TransTahoe Race since 1969, winning it four times now.

Groovy, which sports a 219 PHRF rating, topped a small but competitive 28-boat fleet. Greg Dorland's Melges 32 *Emotional Rescue* was second overall, also taking Division A honors for the third year in a row. Frank Roberts' Catalina 28 *II Outrageous* easily took the five-boat cruising class, while Mike Leneman's F-31 *Delta Vee* had its way with the multihulls.

PHRF A — 1) *Emotional Rescue*, Melges 32, Greg Dorland; 2) *Racer X*, Mumm 30, Gary Redelberger; 3) *August Ice*, J/125, Ferris/Felich; 4) *Blow'n Bayou*, J/105, Jim Teel; 5) *Shop Girl*, Sierra 26, Jim Betts. (10 boats)

PHRF B — 1) *Groovy*, Venture 24, Les Bartlett; 2) *Blue J*, J/24, Mullen Family; 3) *Elusive*, Hobie 33, Mike Young; 4) *Expressway*, Express 27, Ross Groelz; 5) *True Luff*, Tartan Ten, John Utter. (14 boats)

PHRF C — 1) *II Outrageous*, Catalina 28, Frank Roberts; 2) *Tantrum*, MacGregor 21, Bruce Boe. (5 boats; 17.1 miles)

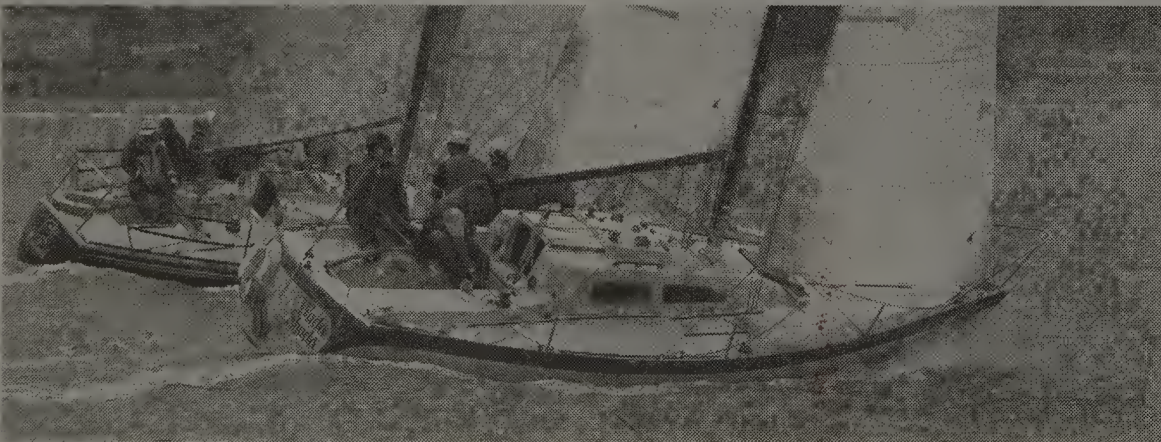
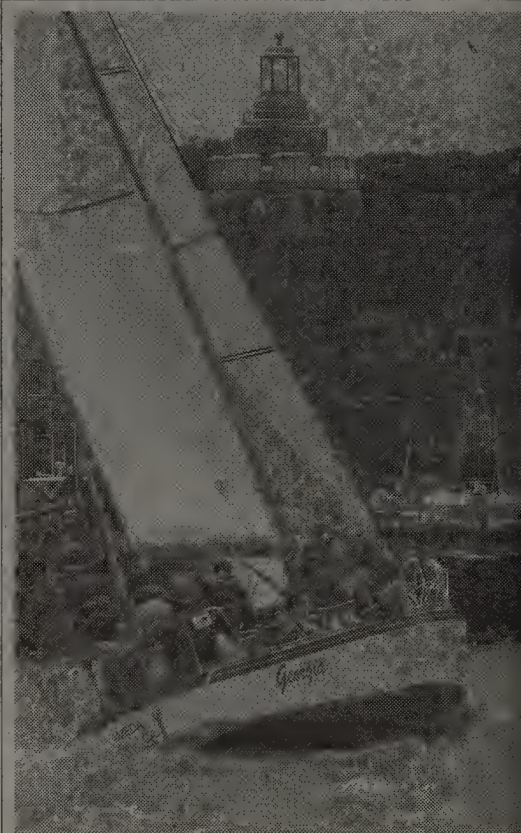
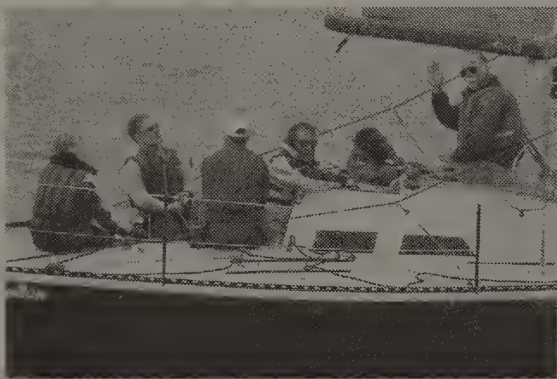
PHRF D (multihull) — 1) *Delta Vee*, F-31, Mike Leneman; 2) *Pegasus*, F-27, Andrew Pitcairn. (4 boats)

OVERALL — 1) *Groovy*; 2) *Emotional Rescue*; 3) *Racer X*. (28 boats; 23.1 miles)

PICYA Championships

Last year, San Francisco YC swept all four divisions of the annual PICYA Championships, aka the three-race Lipton Series. This year, team captain Bill Melbostad and his minions were poised to repeat that feat on July 13-14, and they

LATITUDE/ROB; INSET SUSAN KAWAKAMI



almost pulled it off. SFYC boats won the Big Lipton and the Larry Knight, could have won the Little Lipton except for a "brain fade", and lost the Admiral's Cup on a tiebreaker.

"It was close racing," commented Melbo. "I've been sailing in the Lipton Cup series since the '70s, and am happy to see the event beginning to reclaim its status as an important event for Bay Area yacht clubs. Maybe it's time for the St.

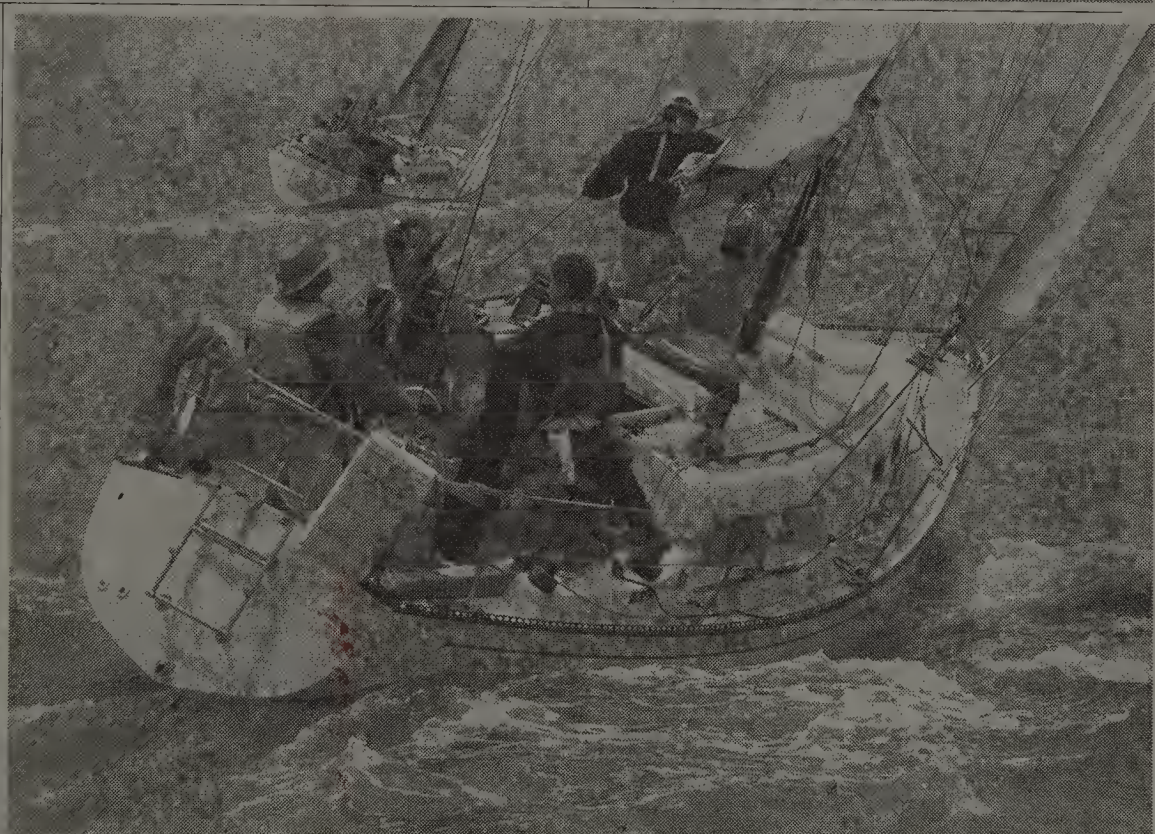
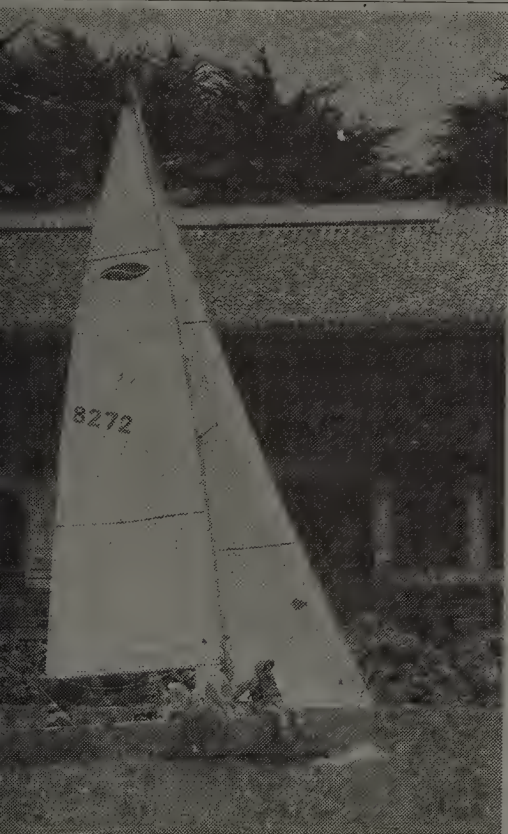
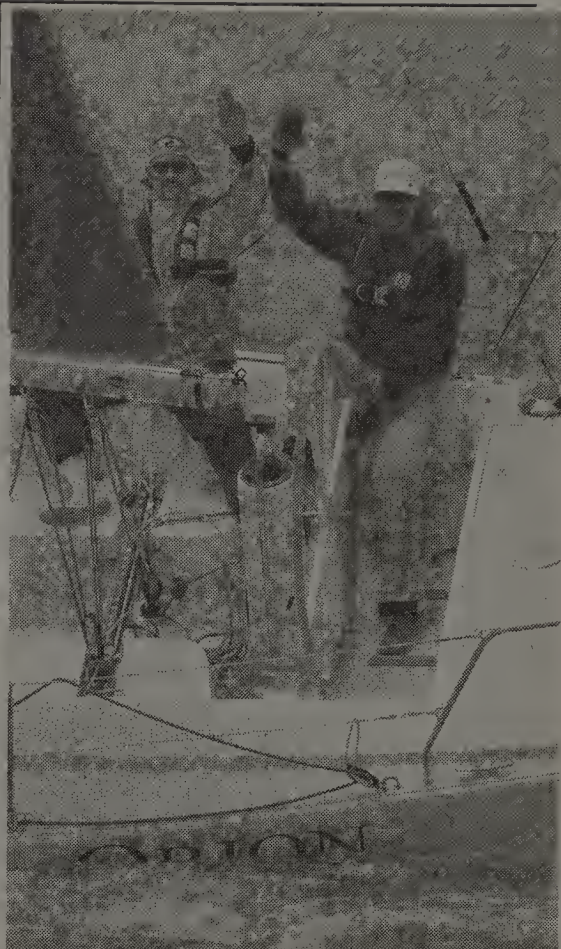
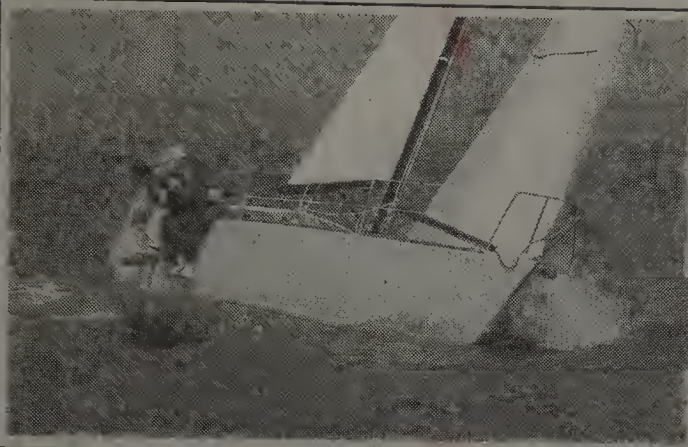
Scenes from the PICYA 'All-Star Games', clockwise from top — The Nash family on 'El Gavilan'; 'Ixxis', 'Jammin' Too' and 'The Shadow'; the custom 40-footer 'Georgia'; 'Redhawk' covering 'Wuda Shuda', the Beneteau 36.7 'Oni'; the Tuna 22 'Elaine' chases sistership 'Soliton'.

Francis to stop boycotting it, and come out and play again!"

Twenty-eight boats participated in the series, representing nine different yacht clubs. That's a nice increase from last year, when only 19 boats showed up. San Francisco YC's four-boat 'squad' went 1,1,2,3 to easily top the other clubs with

just 7 points. Richmond YC was second with 11 points, while Island YC and Sausalito YC — which have comparatively small racing fleets — tied for third with 15.

The Big Lipton "could have gone either way," according to Melbostad, who steered Rick Wesslund's blue J/120 *El Ocaso* to



This page, clockwise from upper left — 'The Shadow' three-peated the Larry Knight; 'Orion' crew Adrian Lall and driver Don Wieneke were enjoying themselves; the Ranger 33 'Tonto'; Admiral's Cup winner 'Dulcinea'; 'El Ocaso' follows 'Mojo Rising' off the starting line. All photos latitude/rob.

a slim victory over Richmond YC's Beneteau 40.7 *Mojo Rising*. In order to be eligible for the Big Lipton (PHRF 48-99), *Mojo* upped its 45 rating to 51 by leaving its genoa at the dock — a 'trick' that very nearly worked out for them in the mostly windy conditions.

El Ocaso and *Mojo* were tied after

Saturday's racing, setting up a winner-take-all scenario on Sunday. "We prevailed, but it's hard to say exactly what it proved," said Melbostad. "They're two completely different kinds of boats." For the record, the winning crew, in addition to Melbo and Wesslund, consisted of tactician Steve Fentress, Pete McCormick,

Skip McCormack, Pete Scott, Bruce Davenport, Sean Callinham and Bryan Murdock.

Meanwhile, fellow SFYC member David Walker and crew (tactician Tim Parsons, 15-year-old son D.J. Walker, Mark Maymar and Greg Felton) sailed their yellow Mull 32 *The Shadow* to another convincing victory. They posted a 1,2,1 record to dominate the Larry Knight division for the third year in a row. In fact, *The*

THE RACING

Shadow has now won eight of the nine races she's sailed in the Larry Knight, an improbable feat.

Dan Newland, representing Island YC, sailed his Hawkfarm *Redhawk* to a 1,2,1 record in winning the Little Lipton Cup. Newland's wife Linda called tactics, while Brian Grainger, George Neill, Jon McKeon, Don Arens and Joaquin Johannesen pulled the strings. *Redhawk* got an assist in the first race from SFYC's Soverel 26 *Wuda Shuda*, which sailed inside 'X' (off the StFYC) while leading. Buried in the fine print of the SIs was the fact that 'X' was a mark of the course, and by the time they unwound themselves they were solidly last (two other boats didn't unwind, and were scored RAF).

The Admiral's Cup ended in a three-way tie between Mike Mathiasen's Killer Whale 24 *Dulcinea*, Mark Lowry's Santana 22 *Soliton* and Tim McGowan's Santana 22 *Summertime Blues*. Based on winning the last race, *Dulcinea* took the Cup home to Island YC. Sailing with Mathiasen were co-owner Bill Pritchard, Ted Johnson, Adrian Villapando, and Bill Mathiasen. *Dulcinea's* come-from-behind victory snapped *Summertime Blues'* winning streak at five in a row — this was the first time in the six editions of the Admiral's Cup that anyone else has won!

BIG LIPTON (48-99) — 1) *El Ócaso*, J/120, Bill Melbostad, SFYC, 5 points; 2) *Mojo Rising*, Beneteau 40.7, Kim Desenberg, RYC, 6; 3) *Orion*, J/105, Don Weineke, SYC, 10; 4) *Mojo*, J/35, Aaron Lee, BYC, 11; 5) *Just in Time*, Beneteau 42s7, Frank McNear, GGYC, 13; 6) *Georgia*, Van de Stat 40, Ben Mewes, IYC, 20; 7) *Oni*, Beneteau 36.7, Peter Krueger, Tahoe YC, 20. (7 boats)

LARRY KNIGHT (100-156) — 1) *The Shadow*, Mull 32, David Walker, SFYC, 4 points; 2) *Jammin' Too*, Catalina 36, Mike Lamb, SYC, 9; 3) *Uno*, WylieCat 30, Steve Wanner, AeolYC, 10; 4) *Ixxis*, Olson 911-S, Ed Durbin, RYC, 10; 5) *Tonto*, Ranger 33, Scott Bradley, BVBC, 15; 6) *Fast Forward*, C&C

34, Mike Dunigan, BYC, 18. (6 boats)

LITTLE LIPTON (157-206) — 1) *Redhawk*, Hawkfarm, Dan & Linda Newland, IYC, 4 points; 2) *Wuda Shuda*, Soverel 26, Craig Page, SFYC, 8; 3) *El Gavilan*, Hawkfarm, Jocelyn Nash, RYC, 8; 4) *Chesapeake*, Merit 25, Jim Fair, BYC, 11; 5) *Roeboat*, Catalina 30, Rod Decker, SYC, 16; 6) *Crazy Jane*, Thunderbird, Doug Carroll, GGYC, 21; 7) *Whirled Peas*, Cal 29, Philip Hyndman, BVBC, 22. (7 boats)

ADMIRAL'S CUP (207-264) — 1) *Dulcinea*, Killer Whale 24, Mike Mathiasen & Bill Pritchard, IYC, 6 points; 2) *Soliton*, Santana 22, Mark Lowry, RYC, 6; 3) *Summertime Blues*, Santana 22, Tim McGowan, SFYC, 6; 4) *Latin Lass*, Catalina 27, Bill Chapman, BYC, 14; 5) *Elaine*, Santana 22, Pat Broderick, SYC, 14; 6) *Constellation*, IB-24, John Super, BVBC, 18. (6 boats)

Moonlight Race

Thirty-three boats sailed in San Francisco YC's annual 35-mile Midnight Moonlight Madness Marathon on June 29. Despite forecasted 15-18 knot winds, the late afternoon/early evening starts went off in light air, maybe 7-10 knots true, which favored the boats that started later in the race. We hit a hole under the San Rafael Bridge, allowing the eventual winner — Glenn Isaacson's Schumacher 40 *Q* — to work up next to us.

After the bridge, a 20-knot westerly came up and we pulled away on the run down to the Carquinez Bridge. *Q*, with Liz Baylis and Todd Hedin aboard, caught up to us again as we beat past the Brothers, and passed us in the light going under the San Rafael Bridge. We tacked often, looking for breeze and trying to stay in the end of the ebb, but we couldn't catch them.

We finished at 11:45 p.m., 12 minutes behind *Q*. Everyone aboard felt it was one of the nicer evenings we've ever spent on

Left, Anthony Sandberg's IOD 'Cedric' bashes upwind. Right, Jim Coddington's Columbia 5.5 'Top Gun' (#13). Photos by Mariah Healy.

the Bay, and it was certainly a pleasure to sail in shorts up to Carquinez and just lightweight foulies coming home. While there was no moon during this year's Moonlight Race, we were treated to a lovely orange waning moon rising over the Oakland Hills as we headed home to the Cityfront after the race.

— bruce stone
arbitrage, J/105

1) *Q*, Schumacher 40, Glenn Isaacson; 2) *Arbitrage*, J/105, Bruce Stone; 3) *Blue Chip*, Farr 40, Walt Logan; 4) *Whisper*, J/105, Eden Kim; 5) *Ozone*, Olson 34, Carl Bauer; 6) *Silkye*, WylieCat 30, John Skinner; 7) *20/20*, J/105, Phil Gardner; 8) *Abigail Morgan*, Express 27, Ron Kell; 9) *Wild Child*, Hunter Legend, Paul Tanner; 10) *Defiance*, SC 40, Bruce Frolich; 11) *Perseverance*, First 47.7, Daniel Chador; 12) *Infinity*, Holland 47, Gary Gebhard; 13) *Mortal Combat*, Moore 24, Hans Bigall; 14) *Kiri*, J/35, Bob George; 15) *Phantom*, J/24, John Gulliford. (33 boats)

The Plastic Classic

Bay View Boat Club held its 18th Annual Plastic Classic Regatta on July 20 in moderate winds off the club's South San Francisco location. Eight fleets raced in this year's 10.7-mile race, with a total of 59 vessels competing.

As usual, the regatta doubled as the Triton fleet's Perpetual Trophy Race to decide their regional title, with Ely Gilliam's *Bolero* taking first place honors this year. Other fleets represented were the Coronado 25s, Santana 22s, Islander Bahama 24s, Ariels, and Columbia 5.5s. There were also starts for spinnaker and non-spinnaker PHRF entries.

The eight-boat Columbia 5.5 fleet used the Classic to kick off their Nationals, which concluded the next day with three more races in the Estuary. The winner of



Vic-Maui 2002 Race Results

Cls	Flt	Yacht	Type	Owner	Yacht Club	Elapsed	Corr. Time
CLASS A							
1	1	<i>Mystic</i>	SC 52	Steve Crary	Lahaina	12:09:29:02	10:04:16:18
2	2	<i>Icon</i>	Perry 66	Richard Robbins	Unknown	10:11:48:06	10:04:44:58
3	3	<i>Atalanta</i>	Tripp 74	Richard Hedreen	CYC (Seattle)	12:20:14:41	10:04:46:29
4	4	<i>Renegade</i>	Andrews 72	Dan Sinclair	Royal Vancouver	11:13:43:12	11:13:43:12
5	5	<i>Jello</i>	J/145	Tom Huseby	SYC/CYC (Seattle)	14:08:35:09	12:13:37:53
6	6	<i>Show Me</i>	Swan 651	Lester Fike	Lahaina	15:22:01:02	13:01:25:06
CLASS B							
1	7	<i>Mojo Riding</i>	Ben. 40.71	Clayton Craigie	Richmond	17:01:38:33	13:02:43:29
2	9	<i>First Sight</i>	Ben. 4515	Don Taylor	Maple Bay	17:12:56:55	13:14:42:19
-	-	<i>Swept Away</i>	J/120	Louis Blanco	CYC (Seattle)	DNF to	Seattle
-	-	<i>Time Bandit</i>	J/120	Robert Brunius	Orcas Island	DNF to	Orcas Island
CLASS C							
1	8	<i>Greyhound</i>	J/36	Bill Moore	CYC (Seattle)	18:02:22:36	13:12:44:48
2	10	<i>Charlemagne</i>	J/36	Marlene Bolster	Bellingham/Lahaina	18:05:17:49	13:15:40:01
3	11	<i>Surt</i>	C&C 41	Ed Life	Royal Victoria	18:17:29:23	14:08:59:19
4	12	<i>Piper</i>	C&C 40	Erhard Herrmann	Tsawwassen	20:15:26:03	16:18:06:39
-	-	<i>Fastrack</i>	C&C 37/40R	Greg Roberts	Royal Vancouver	DNF to	Vancouver
-	-	<i>Turicum</i>	C&C 44	Warren Hale	Vancouver Rowing	DNF to	San Francisco
CLASS D							
-	-	<i>Rusty Unit</i>	Steel ketch	Bob Wachter	Lahaina	DNF to	Lahaina
-	-	<i>Oriole</i>	102 ketch	Scott Crawshaw	CFSA Esquimalt	DNF to	Lahaina
-	-	<i>Niye Keema</i>	Irwin 52	Gary Shoenrock	Anacortes	DNF to	Lahaina

* = Administrative protest pending (won't affect standings)

Gun; 4) Wings; 5) Bolero. (59 boats)

Vic-Maui Race

The 18th Vic-Maui Race, sponsored by PriceWaterhouseCoopers and co-hosted by Royal Vancouver YC and Lahaina YC, was a "slow and difficult" one. Nineteen boats started the 2,308-mile race on June 25 and 27, but only twelve managed to finish. Some boats were knocked out early by 30+ hours of gale force winds, while others quit later due to subsequent light air.

The race committee extended the finishing deadline by four days, but nonetheless all of Class D was unable to make Maui before the cutoff. Ironically, the 2000 race was the fastest one ever, during which the SC 70 *Grand Illusion* set a new course record of 9 days, 2 hours. First-to-finish honors this year went to a brand new boat, Richard Robbins' Perry 66 *Icon*, which posted a still-respectable 10.5-day crossing. However, Steve Crary's SC 52 *Mystic* nabbed overall honors, barely, in what turned out to be a 'big boat' race.

The Bay Area was represented well by Clayton Craigie's cruising Beneteau 40.7 *Mojo Riding*, which won Class B. Craigie, an Aussie, sailed for Richmond YC, one of his several clubs. Crewmember Ben Oldham, the Point Richmond Beneteau dealer, explains, "Clayton and I co-own *Mojo Rising*, a sistership that is more race-oriented. The two of us, along with our navigator, did this race together once before on Clayton's Saga 43 in '98. We didn't place very well, but enjoyed the race and the hospitality at each end. It was nice to come back in Clayton's new boat and do better."

Check out www.vicmaui.org for lots of press releases, photos and more.

Bay Area Opti Champs

The Bay Area Optimist Championships were sailed at Encinal YC on June 22-23. A total of 33 young sailors showed up for some thrilling and close racing. Competitors from as far away as Connecticut and Oregon arrived, all hot off the recent Tinsley Island Advanced Optimist Clinic during the previous week.

Saturday provided us with some fluky southerly winds ranging from 2-6 knots. A total of five races were completed in these frustrating conditions. Sunday started out looking like a typical westerly would fill in, only to quickly shift to the south just prior to the first start. It wasn't until roughly 1 p.m. when our traditional breeze filled in for the last race. All the races were tightly packed with all 33 sailors on the same course, yet being scored in their respective fleet based on age (red, blue, white, green).

Winners of the four different groups were Josh Leighton, EYC (red fleet); Michael Schalka, Royal Vancouver YC (blue); David Liebenberg, RYC (white); and Esteban Plaza-Jenns, EYC (green). The overall winner of the regatta was EYC's Josh Leighton, who was also named Top Boy Overall for the second year in a row. Alicia Bernhard, also from EYC, finished fifth overall and claimed Top Girl Overall, also for the second year running.

Thanks to USODA, McLaughlin Boatworks, and Vanguard for supplying boats and gear. They have all been extremely generous in helping promote the Optimist Dinghy on the West Coast. A huge "thank

the Classic, as well as the Nationals, was *Drummer* — which went undefeated for the weekend. The winning crew was driver Adam Sadeg, Lisa Le Faive, and Prada sailmaker Dominic Marchel, who was home on vacation. *Drummer* co-owners Warren Sankey and Alan Weaver were absent, the former on a backpacking trip and the latter laid up with a bad back.

Naturally, it wouldn't be a regatta without a bit of drama or the sound of "starboard!" in the wind. This requirement was fulfilled when a misguided non-class boat on port tack sailed into the Columbia 5.5 start, ramming Chris Shepard's *Bandit*. Fortunately, the damage wasn't serious enough to knock *Bandit* out of the festivities, though you could put a finger or two through the hull where the collision occurred.

The Classic also features a Concours d'Elegance, and this year there were nine boats in competition for the "nicest interior", "most stock", "prettiest", and "simplest to singlehand" honors. *Shantung*, a Cheoy Lee ketch owned by Mary Buckman, captured all except the singlehanded category, which was won by Jeff Kolling's Excalibur 26 *La Spada*.

Anyone who has ever attended the Plastic Classic is familiar with the infamous 'T' mark. Once again, the mark did not disappoint the racers. In fact, this year featured the addition of male, full-frontal nudity for crews of the female persuasion. The jury is still out on the success of this new feature. Any comments can be forwarded to the Bay View BC at www.bvbc.org.

— carol peterson, bvbc

IB-24 — 1) *Constellation*, John Lincoln; 2)

Menehune, Alan Page-Russell. (4 boats)

ARIEL — 1) *Pathfinder*, Ed Ekers; 2) *Spirit Wind*, Peter Luiten. (4 boats)

TRITON — 1) *Bolero*, Ely Gilliam; 2) *Dogstar*, Larry Suter; 3) *Viking*, Mike Borgerding; 4) *Answer*, David Wilson. (11 boats)

SANTANA 22 — 1) *Carlos*, Jan Grygier; 2) *Tchoupitoulas*, Stephen Buckingham. (5 boats)

CORONADO 25 — 1) *Bosporus*, Rick Wallace; 2) *Osprey*, Arbitrol/Frappier. (6 boats)

COLUMBIA 5.5 — 1) *Drummer*, Adam Sadeg; 2) *Top Gun*, Jim Goddington; 3) *Wings*, Michael Jackson. (8 boats)

NON-SPINNAKER — 1) *Free Spirit*, Ericson 32, Gary Barker; 2) *Mary Belle*, Coronado 30, Ira Dorter; 3) *Sea Lark*, Tartan 30, George Eisenberg; 4) *Island Girl*, 'Bounty 2', Roger Cory; 5) *La Bruja*, Nightingale 24, Dan Coleman. (13 boats)

SPINNAKER — 1) *Pannonica*, Contest 27, John Lymberg; 2) *Whirled Peas*, Cal 29, Philip Hyndman. (6 boats)

OVERALL — 1) *Carlos*; 2) *Drummer*; 3) *Top*

THE RACING SHEET

you" also goes to the many volunteers who helped us out with scoring, registration, food preparation, and on-the-water safety. It couldn't happen without the volunteers.

— troy kiepper
Director of EYC Youth Sailing

1) Josh Leighton, EYC, 16 points; 2) Daniel Perkins, Niantic YC (CT), 17; 3) Michael Schalka, RVYC, 44; 4) David Liebenberg, RYC, 46; 5) Alicia Bernhard, EYC, 55; 6) Elliot Drake, Portland, 62; 7) Rogan Kriedt, Santa Cruz, 72; 8) Russell Schuldt, RYC, 73; 9) Hugh Runyan, Portland, 83; 10) Sean Kelly, SFYC, 83. (33 boats)

Full results — www.encinal.org.

Silver Eagle/Eaglet

The Eagle has re-landed!

After fielding a paltry 22 boats last year for their classic 67-mile Silver Eagle Race, Island YC sensed it was time to make a few changes. Accordingly, they convinced the most powerful big-boat sailing faction on the Bay — the 60+ J/105s — to add the Eagle to their season schedule. The class responded in force, sending 22 boats. Another new feature was the Silver Eaglet, a 41-mile kinder, gentler version of the Eagle for boats rating 160 and up. Just ten boats signed up for the Eaglet, but that number should grow next year.

In all, 54 boats — a fine comeback — sailed this year's 27th Annual Silver Eagle. Currents and wind mostly cooperated, propelling the fleet around the course at a decent clip. *Defiance*, Mike Roper's Cross 45 trimaran, was first to finish in 8 hours, 38 minutes — about an hour slower than their time last year. *Morgana* (ex-Rosebud), Rob Magoon's SC 52, was the first monohull to finish the long lap around the Bay, posting a 9 hour, 12 minute elapsed time.

Not surprising, the J/105s stole the show. They were led by Steve Stroub's *Tiburon*, which bounced back nicely after dismasting in June's windy Coastal Cup. *Tiburon* — which was outfitted with new sails, a new mast, and a fresh bottom job — finished at 8:09 p.m. after 10 hours, 39 minutes of intense one design racing, beating fellow SFYC member Doug Berman and his *O³* (*Out of Options*) crew by five minutes. For the record, last year's winner was also a J/105, Bruce Stone's *Arbitrage*, which finished in the even faster time of 8 hours, 59 minutes.

"We were eighth or ninth going into the Bay Bridge parking lot, but broke out first and surprisingly led the fleet the whole rest of the day," said Stroub, who sailed with Sean Torsney, Ben Kilgore, Rob Schmidt and Taylor Stein. "It was like a big Friday night race — the order you got

out of the hole at the Bay Bridge basically determined how you finished. It was my first Silver Eagle — maybe I should quit while I'm ahead!"

The new Eaglet — a truncated course using a channel marker off Alameda and the Brothers as the corner marks — was won by Mike Mathiasen and Bill Pritchard on their venerable Killer Whale 24 *Dulcinea*. This was the duo's 26th Silver Eagle, a remarkable attendance record. Tom Condy's Hawkfarm *Eyrie* was first to finish the Eaglet in 6:00:50, setting a *de facto* record on the new course. *Dulcinea* pulled in 17 minutes later, easily correcting out first.

Nine boats DNFed the race for a variety of mostly minor gear and crew issues. The Primrose 50 *Axel Heyst*, however, had a bit of drama just east of the Brothers. Owner Jim Wallis explained, "We retired after one of our crew was walloped in the pelvis when the inboard end of the pole fell down just after a spinnaker set. We called the Coast Guard, who did a great job of taking her off the boat and eventually to a hospital in Vallejo. Fortunately, X-rays revealed that she didn't break anything, and she is slowly recovering."

J/105s — 1) *Tiburon*, Steve Stroub; 2) *Out of Options*, Doug Berman; 3) *Blackhawk*, Dan Parkes; 4) *Zuni Bear*, Rich Bergmann; 5) *Irrational Again*, Jaren Leet; 6) *Kookaburra*, Craig Mudge; 7) *Advantage 3*, Pat Benedict; 8) *Whisper*, Eden Kim; 9) *Aquavit*, Alexis Steiner; 10) *Alchemy*, Tom Struttman. (23 boats)

DIV. B (<91) — 1) *Always Friday*, Antrim 27, John Liebenberg; 2) *Jolly Mon*, J/120, Mark Bowman; 3) *Morgana*, SC 52, Rob Magoon; 4) *Secret Squirrel*, Schock 40, John Cladianos; 5) *Silver Bullet*, SC 52, Mark Jones. (11 boats)

DIV. C (91-159) — 1) *Katzenjammer*, WylieCat 30, Dan Mills; 2) *Silkye*, WylieCat 30, John Skinner; 3) *Razzberries*, Olson 34, Bruce Nesbit. (7 boats)

DIV. D (Silver Eaglet for 160 and up) — 1) *Dulcinea*, Killer Whale 24, Mike Mathiasen/Bill Pritchard; 2) *Current Asset*, Islander 30, John Bowen; 3) *Annie*, Cal 29, Steve Zevanove; 4) *Eyrie*, Hawkfarm, Tom Condy; 5) *Wuvulu*, IB-30, John New. (10 boats)

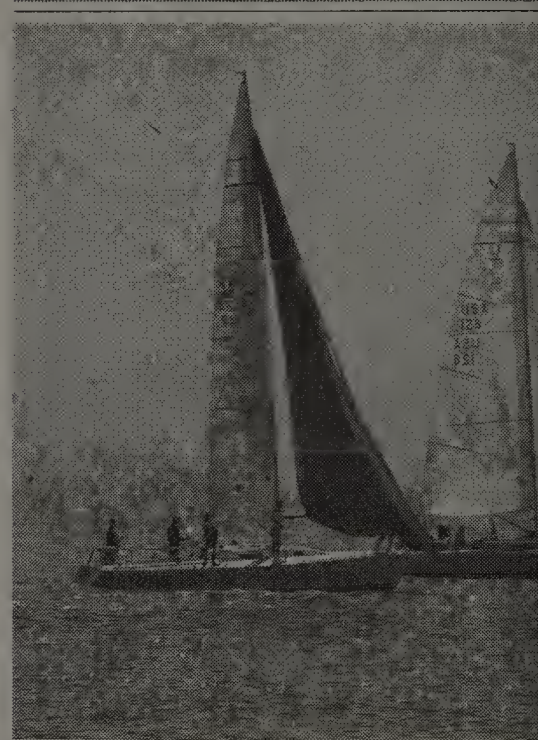
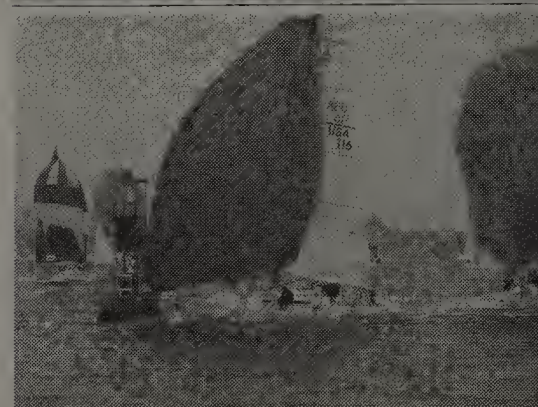
MULTIHULLS — 1) *Defiance*, Cross 45, Michael Ropers. (3 boats)

OVERALL — 1) *Tiburon*; 2) *Out of Options*; 3) *Always Friday*; 4) *Jolly Mon*; 5) *Blackhawk*. (40 boats)

Complete results — www.iyc.org.

Area G Youth Elims

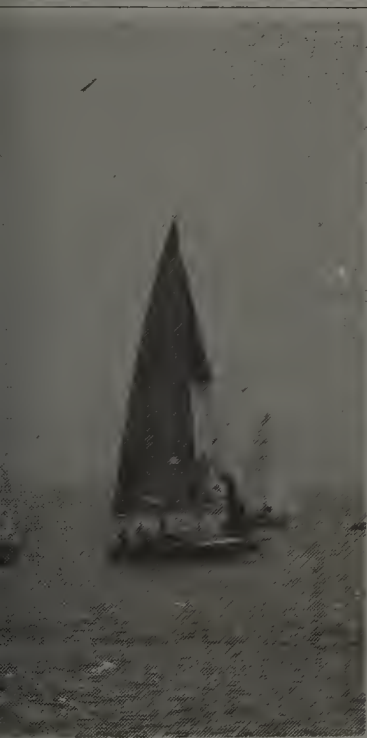
Monterey Peninsula YC hosted the Area G Sears Cup Eliminations on July 1-3, using a fleet of loaned J/22s. Six teams showed up for the 10-race, 1-throwout series, all hoping to win the right to represent Northern California in the Sears Cup, aka the U.S. National Junior



Keel-boat Championship. The finals will be sailed in Colgate 26s on August 12-15 at the Naval Academy in Annapolis.

The Richmond YC team of skipper Brooks Reed, Matt Noble, Meaghan Custruccio and Noe Goodman scored the trip, topping Monterey Peninsula's squad by two points. The Richmond team took six of the ten bullets along the way, impressing everyone, including MPYC coach (and J/22 guru) Cam Lewis. "The Richmond kids prepared for this regatta for almost a year, and it showed," noted Lewis. "They consistently had better tacks, jibes, and mark roundings than the rest of the fleet."

The Bemis (doublehanded) and Smythe (singlehanded) Eliminations took place several weeks later when Richmond YC



Silver Eagle scenes, clockwise from upper left — Dueling bow men; the Schock 40 'Secret Squirrel' takes the low road; 'Dulcinea' won the inaugural Eaglet; multihull winner 'Defiance'; overall winner 'Tiburon' (at left) moments after the J/105 start; the dreaded parking lot at the Bay Bridge; last year's winner, the J/105 'Arbitrage', rounds Harding Rock buoy. All photos latitude/jr.

hosted a one-day series in Keller Cove on July 24. At the end of the four-race, no-throwout series, the top two boats in each division earned berths at the finals in Hampton, VA, on August 10-14. Two StFYC teams — Casey Williams/Kristin Rittenhouse and Liz Roundtree/Crystal Bronte — won the CFJ competition to advance to the Bemis finals (which will be in 420s). John Goldsberry (StFYC) and Sean Anderson (Sequoia YC) will attend the Smythe.

SEARS (J/22) — 1) Brooks Reed, Richmond YC, 17 points; 2) Nick Ward, Monterey Peninsula YC, 19;

3) J.V. Gilmour, Lake Merritt SC, 27; 4) Sandra Giovanoli, Sequoia YC, 35; 5) Jon Goldsberry, San Francisco YC, 37; 6) Trevor Bozina, St. Francis YC, 44. (6 boats)

BEMIS (CFJ) — 1) Casey Williams/Kristin Rittenhouse, StFYC, 5 points; 2) Liz Roundtree/Crystal Bronte, StFYC, 7; 3) Nick Ward/Alex Steiner, StFYC, 14; 4) Gray Claxton/Mike Bo-Linn, SFYC, 16; 5) Ben Bradley/Mark Anders, RYC, 19; 6) David Rasmussen/Peter Nunns, RYC, 23. (6 boats)

SMYTHE (Laser) — 1) Jon Goldsberry, StFYC, 9 points; 2) Sean Anderson, SeqYC, 13; 3) Shirley Nicole, StFYC, 14; 4) J.V. Gilmour, RYC, 17; 5) Richard Carrick, RYC, 20; 6) Ted Carrick, RYC, 20; 7) Matt Noble, RYC, 21; 8) Bryce Lindsley, StFYC, 30. (8 boats)

Box Scores

Fun, fun, fun! Here's the straight scoop, mercifully without editorial comment, on a bunch of other regattas which occurred last month.

STAR FLEET CHAMPS (TISC: June 23; 3 races):

1) Paul Cayard/Hal Hanael, 12; 2) Rod Hagebols/Nick Crabtree, 13; 3) Howie Schiebler/Rick Peters, 13; 4) Peter Vessella/Brian Fatih, 13. (8 boats)

STAR 5th DISTRICT (Cal YC: July 13-14; 5 races):

1) Paul Cayard/Hal Hanael, 23 points; 2) Howie Schiebler/Rick Peters, 23; 3) Eric Doyle/Rodrigo Meireles, 27; 4) Robbie Haines/Bill Hardesty, 32; 5) Rick Merriman/Bill Bennett, 38; 6) Peter Vessella/Brian Fatih, 38; 7) George Szabo/Austin Sperry, 44; 8) Argyle Campbell/Kevin Bowles, 52; 9) Doug Smith/Marty Dalton, 62; 10) Susie Pegel/Tom George, 63. (21 boats)

THE RACING

LONG BEACH RACE WEEK (LBYC: June 22-23):

FIFTIES — 1) **Victoria**, Andrews TP-52, Mike Campbell, 10 points; 2) **Wasabi**, Farr ILC 46, Dale Williams, 12; 3) **Chayah**, 1D-48, O. Krinsky/W. Johnson, 19. (6 boats)

CLASS B — 1) **Whiplash**, Schock 35, Ray Godwin, 12 points; 2) **Strategem**, Schock 35, Mark Hinrichs, 16; 3) **Defiance**, B-32, Scott Taylor, 20. (11 boats)

CLASS C — 1) **DnA**, J/80, Dave Hammett, 12 points; 2) **TakeOff**, Laser 28, Greg & Joan Byrne, 18; 3) **Scooter**, Capo 26, Andrea Cabito, 23. (14 boats)

CATALINA 37 — 1) **Team BCYC**, Wallerstein/Durant, 7 points; 2) **No Name**, Dawn McIntosh, 8. (5 boats)

OLSON 30 — 1) **Intense**, Allan Rosenberg, 13 points; 2) **Run Wild**, Dale Scoggin, 19; 3) **Scoundrel**, Aaron Feves, 29. (7 boats)

B-25 — 1) **Nocona**, Gordon Miller, 9 points; 2) **Blur**, Aaron & Dixon Hall, 11. (4 boats)

CAL 25 — 1) **Discovery**, Warnock/Willingham, 13 points; 2) **Rascal**, Dennis Riggs, 16; 3) **Jane's Addiction**, Steve & Jane Horst, 17. (8 boats)
(5 races; 0 throwouts)

WEST COAST FARR 40 SEASON TO DATE:

1) **Shadow**, Peter Stoneberg, 6 points; 2) **Samba Pa Ti**, John Kilroy, 6; 3) **Revolution**, Brack Duker, 13; 4) **Crocodile Rock**, Alex Germia/Scott Harris, 13; 5) **Groovederci**, Deneen & John Demourkas, 13; 6) **Endurance**, Mike Condon, 16; 7) **Peregrine**,

David Thomson, 19; 8) **Gone Too Farr**, Dave Carrel, 20; 9) **Temptress**, Alan Field, 21; 10) **Non Sequitur**, Tom Thayer & Dick Watts, 22. (17 boats; 4 SoCal races w/1 throwout)

US SAILING YOUTH CHAMPS (SDYC: 6/24-27):

EUROPE — 1) Molly Carapiet, 12 points; 2) Emily Hill, 23; 3) Charlotte Hill, 37. (8 boats)

LASER — 1) Andrew Campbell, 28; 2) Clay Johnson, 36; 3) Kyle Kovacs, 44. 48 boats)

420 — 1) Frank Tybor/Jeffrey Boyd, 33 points; 2) Zachary Brown/Melanie Roberts, 53; 3) Christopher Lash/Blaire Herron, 61. (44 boats)

470 — 1) Mike Anderson-Mitterling/Graham Biehl, 10 points; 2) Chuck Ullman/John Bell, 25. (5 boats)

(11 races w/1 throwout)

MAYOR'S CUP (LMSC: June 30; 3 races):

EL TOROS — 1) Jim Warfield; 2) Fred Paxton; 3) Art Lange; 4) (tie) Robert Hrybes and Tom Burden. (16 boats)

SUNFISH — 1) Bob Cronin; 2) Byron Jonk. (5 boats)

LASER — 1) Russ Klein. (3 boats)

BROTHERS & SISTERS (TibYC: July 4; 10 miles):

PHRF I (<151) — 1) **Joyride**, J/105, Bill Hoehler; 2) **Jarlen**, J/35, Tim Russell; 3) **Frisky**, J/105, JT Hansen. (8 boats)

PHRF II (>151) — 1) **Don Wan**, Santana 28, Don Kunstler; 2) **Splash**, Cal 2-27, Don Walder. (5 boats)

MARINA DEL REY / SAN DIEGO (SWYC: July 6):

PHRF A — 1) **White Knight**, Farr 40, Zoltan Katinszky; 2) **Patriot**, J/N 40, Jerry Montgomery; 3) **Falcon**, Wilderness 40, Paul Hemond. (9 boats)

PHRF B — 1) **Foggy Notion**, Catalina 38, Tom Kennedy; 2) **Superstar**, Catalina 38, David Epstein; 3) **Syzygy**, C&C 35, David Lutzky. (10 boats)

PHRF C — 1) **Phantom**, CF 27, Larry Schmitz; 2) **Jezebel**, Ranger 33, Michael Roach. (4 boats)

CRUZ-NS — 1) **Cuba Libre 2**, Catalina 320, Orlando Duran; 2) **Maine Squeeze**, Catalina 27, Vic Smith; 3) **M.C. Hunter**, Passport 40, Doug Russell. (10 boats)

CRUZ-S — 1) **Kokopelli**, Catalina 27, Tony Siros; 2) **Compass Rose**, Cal 2-34, George Biddle; 3) **Caramel**, IP-40, Jim Barnum. (15 boats)

ORCA — 1) **Flyer**, Reynolds 33, Randy Reynolds. (3 boats)
(104.5 nm)

RONSTAN BAY CHALLENGE (StFYC: July 6-7):

BAY CHALLENGE — 1) Mike Zajicek; 2) Steve Sylvester; 3) Mike Percy; 4) Bill Wier; 5) Rob Hartman; 6) Jean Rathle; 7) Soheil Zahedi; 8) Fung Yang; 9) Fernando Martinez; 10) John Davenport. (21 boards; 6 DNF)



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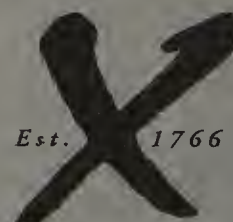
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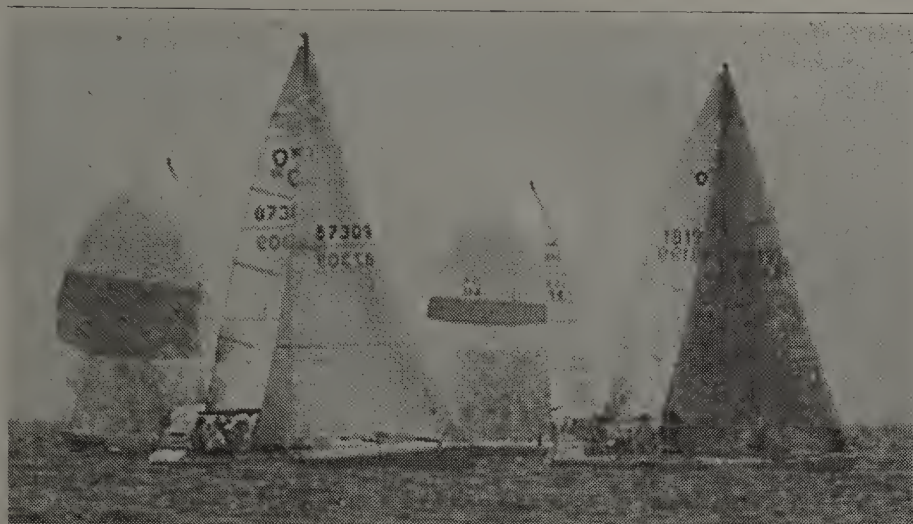
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John Nooteboom. (3 boats)

SOUTH BAY YRA #4 (SLYC; July 13; 15 nm):

DIV. A (big spinny) — 1) **Mist**, Beneteau First 38, Robert Hu; 2) **Jet Lag**, Catalina 34, Roger Roe; 3) **Alakazam**, Olson 25, Ralph Kirberg. (7 boats)

DIV. B (big non-spinny) — 1) **Unona**, Hunter 40, Tim Smith; 2) **Chiquita 2.0**, Catalina 36-TM, Hank Schade. (5 boats)

DIV. C (little spinny) — 1) **Ab-solute**, Peterson 30, Loren Luke. (3 boats)

DIV. D (little non-spinny) — 1)

Spirit, Cal 20, Vince Swerkes; 2) **Summertime**, International Folkboat, Luther Izmirian; 3) **Motu**, Tanzer 22, Michael Satterlund. (7 boats)

WEST MARINE FUN REGATTA (EYC; July 20-21):

OPTI — 1) Cody Nagy, 18 points; 2) Lindsay Grove, 30; 3) Tanner Nagy, 50; 4) Daphne Arena, 61; 5) Finn-Erick Nilsen, 63; 6) Michael Grove, 78; 7) Nick Glaser, 86. (17 boats)

JY — 1) Cody Young, 8 points; 2) Amanda Cramer, 19. (4 boats)

SPLASH/BYTE — 1) Max Paulus, 22 points; 2) Luke Sahali, 30. (5 boats)

COLLEGIATE FJ — 1) Andrew Mead, 20 points; 2) Nolan Reis, 21; 3) Edward Gardina, 31; 4) Micheal

BAY COURSES — 1) Rob Hartman, 7 points; 2) Bill Wier, 8; 3) Steve Sylvester, 12; 4) Jean Rathle, 17; 5) Chenda Hertus, 22; 6) Andrea Macke, 23; 7) Steve Bodner, 26. (17 boards)

INTERCLUB #4 (OYC; July 13):

FLEET 1 (< 173) — 1) **Noble Lady**, Beneteau First 305, Gary Massari; 2) **Double Agent**, Merit 25, Robin Ollivier. (6 boats)

FLEET 2 (174-186) — 1) **Wuvulu**, Islander 30, John New;

2) **Nice Turn**, Cal 2-29, 'Richard M.'. (6 boats)

FLEET 3 (>186) — 1) **Kristina**, Ranger 26, Brian Grainger. (2 boats)

FLEET 4 (Catalina 34) — 1) **Mottley**, Chris Owen; 2) **Bear Territory**, Dave Smith. (5 boats)

FLEET 5 (non-spin) — 1) **Knotty Sweetie**, C&C 32, G. Johnson; 2) **Options**, Beneteau 390, Dick Maurer. (4 boats)

FLEET 6 (multihull) — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Raptor**, F-27, Todd Olsen. (6 boats)

FLEET 7 (multihull non-spin) — 1) **Prime Directive**, F-31, Dave Gilman. (2 boats)

ANGEL ISLAND CUP (CYC; July 13):

DIV. I (0-126) — 1) **Sabertooth**, J/105, Mike

Coming and going at the Olson 30 Nationals, hosted by the Channel Islands YC in early July. See 'box scores'.

Eagan; 2) **Basic Instinct**, Elliott 1050, Jan Borjeson; 3) **Qui Be 5**, J/120, John Sylvia. (7 boats)

DIV. II (127-180) — 1) **Triumph**, WylieCat 30, Jake Cartwright; 2) **Starkite**, Catalina 30, Laurie Miller; 3) **Bluejacket**, Cal 29, Bill O'Connor. (6 boats)

DIV. III (>180) — 1) **Moonglow**, Ericson 25, Ryan Schofield. (1 boat)

DIV. IV (non-spin, < 178) — 1) **Trigger Happy**, Star, Trig Liljestrand; 2) **Q**, Schumacher 40, Glenn Isaacson. (5 boats)

DIV. V (non-spin, >178) — 1) **Tension II**, Cal 20,

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THE RACING

Mann, 59. (9 boats)

EL TORO — 1) Max Fraser, 12 points. (3 boats)
(13 races w/1 throwout)

OLSON 30 NATIONALS (CIYC: July 5-7):

1) **Perfect Balance**, Rick Flucke, Channel Islands, 15 points; 2) **Blue Star**, Larry Spencer, Oxnard, 18; 3) **Barnstormer**, Chuck Queen (first owner/driver), Seattle, 35; 4) **Road Runner**, Carter/Combie/Hoag, Seattle, 38; 5) **Apocalypso**, Keith Hammer, Seattle, 42. (16 boats)

NorCal boats — 7) **Hoot**, Andy Macfie, 71 points; 11) **Bullet**, Mike Gross, 87; 13) **Run Wild**, Dale Scoggin, 88; 14) **Family Hour**, The Bilafers. (8 races, no throwouts)

KNARR MATCH RACING (StFYC: July 20-21):

ROUND ROBIN — 1) Terry Anderlini, 12 wins; 2) Jon Perkins/Karl Baldauf, 12; 3) Mike Ratiani, 8; 4) Charles Griffith, 5) Peter Noonan/Kermit Shickel, 5; 6) Mike Guzzardo, 4; 7) Steve Taft, 3; 8) James Glockner, 3. (8 boats)

PETTIT FINALS — Ratiani d. Griffith, 2-0.

FINALS — Anderlini d. Perkins/Baldauf, 2-1.

WINNING TEAM — Terry Anderlini (skipper), Craig Healy (Saturday tactician), John Kostecki (Sunday tactician), Dennis George (both days), John Mournier (Saturday), Ben Wells (Sunday).

RICHMOND ONE DESIGN (RYC: 7/13-14; 5 races):

SANTANA 22 (Nationals) — 1) **Byte Size**, Tom Schock, 7 points; 2) **Shazam**, Bud Sandkulla, 14; 3)

Carlos, Jan Grygier, 18. (10 boats)

EXPRESS 27 — 1) **Baffett**, Baffico/Baskett, 8 points; 2) **Exocet**, Landon/Crowson, 13; 3) **Magic Bus**, Paul & Eric Deeds, 19. (10 boats)

ALBERT SIMPSON (StFYC: July 27-28; 6 races):

J/35 — 1) **Fast Lane**, John Wimer, 3 points; 2) **Jarlen**, Bob Bloom, 5; 3) **Raptor**, Jim Hoey, 6. (6 boats; Saturday only)

ETCHELLS — 1) **Mahalaga**, Peter Vessella, 10 points; 2) **Dinner Roll**, Jeff Mosely, 11; 3) **Rage**, Neff/Erickson, 24; 4) **Celebration**, Doug Morss, 26; 5) #977, Kers Clausen, 38. (11 boats)

MELGES 24 — 1) **Quantum 2**, Tim Duffy, 10 points; 2) **Smokin'**, Kevin Clark, 17; 3) **Surfeit**, David Wadbrook, 19; 4) **No Dread**, Tom Dinkel, 29. (8 boats)

J/24 — 1) **Nixon Was Cool**, Wiard/Shickel, 13 points; 2) **Rail to Rail**, Jepsen/Henneberger, 14; 3) **Woof**, Alan McNab, 17; 4) **Fat Bastard**, Curtis Press, 25. (9 boats)

LASER/RADIAL PCCs (StFYC: July 26-28):

LASERS — 1) Andrew Lewis, 14 points; 2) Brett Davis, 17; 3) Steve Bourdow, 20; 4) Matt McQueen, 4; 5) Benjamin Richardson, 28; 6) Andrew Childs, 45; 7) Tracy Usher, 46; 8) Andrew Lea, 59; 9) Steve Larsen, 67; 10) Peter Phelan, 72. (27 boats)

TOP JUNIOR — Mike Scott.

TOP APPRENTICE MASTER — Simon Bell.

TOP MASTER — Tracy Usher.

TOP GRAND MASTER — Bill Symes.

RADIALS — 1) Greg Helias, 9 points; 2) Tim Russell, 20; 3) Matt Noble, 22; 4) Carlos Roberts, 40; 5) Mark Spector, 40; 6) Joseph Carapiet, 44. (15 boats)

TOP JUNIOR — Matt Noble.

TOP WOMAN — Chrissy Cottrell.
(8 races w/1 throwout)

Race Notes

Safety first: To absolutely no one's surprise, Larry Ellison's **Oracle BMW** (USA-49) easily won the inaugural **Il Moro Trophy** over four other IACC 70s on our deadline weekend, July 26-28: Ellison straight-bulleted the abbreviated two-day, three-race series, winning by huge margins of 12, 4 and 8 minutes. Sunday's racing was wisely called off due to high winds, so after a noontime awards ceremony at Sausalito YC, everyone headed home. The rest of the fleet stacked up as follows: 2) **NZL-14**, Roberto Ferrarese, (2,2,3); 3) **Il Moro** (ITA-1), Peter Stoneberg, (4,4,2); 4) **NZL-20**, David Thomson, (3,3,4); 4) **Stars & Stripes** (USA-11), John Sween-



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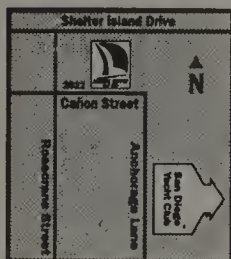
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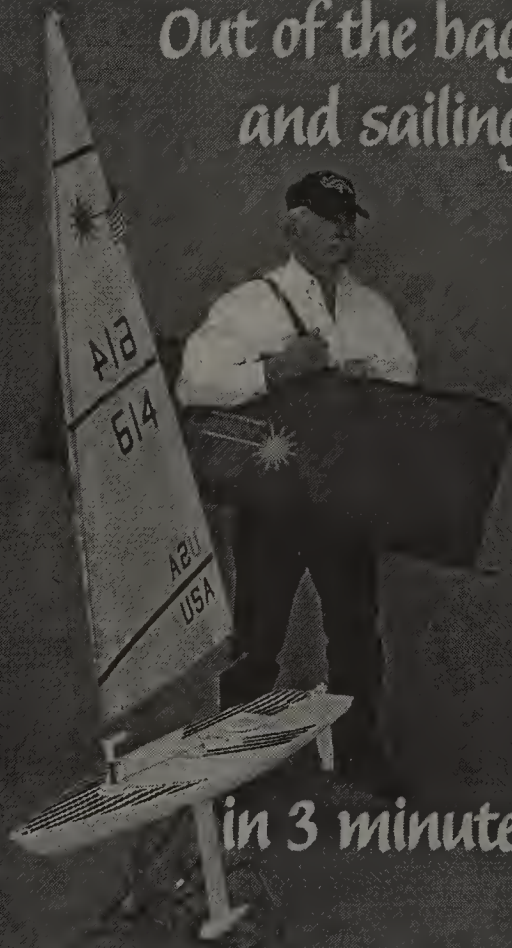
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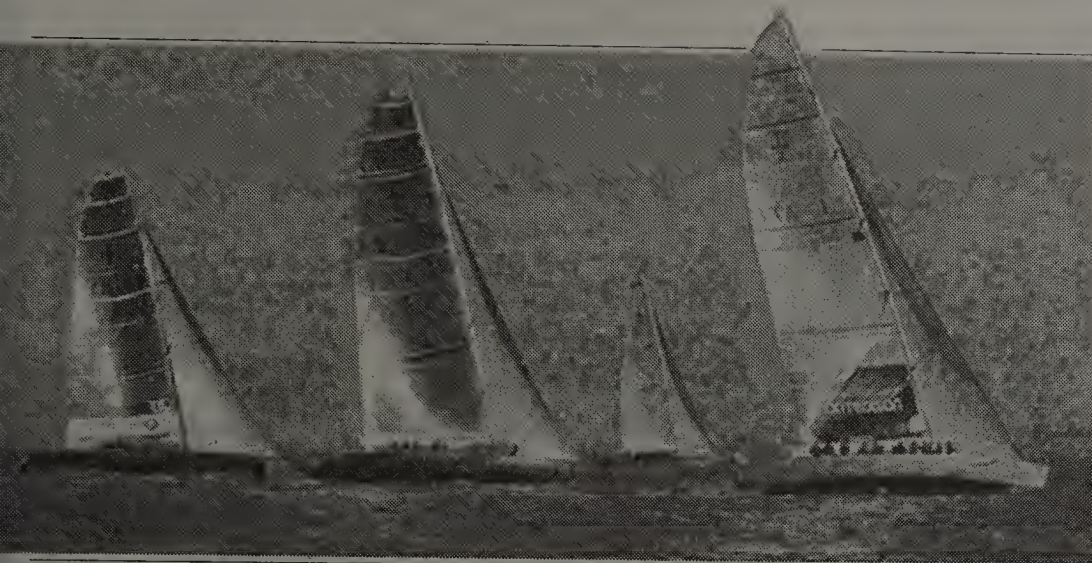
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TOM ZINN

ey, (5, DNF, DNS). See www.iaccsf.com for aerial photos and more.

The Magic Cat pounces again! **Pyewacket**, Roy Disney's hot R/P 75, finished off its 2002 road trip in fine style, smashing the Chicago-Mac record by over two hours. *Pyewacket* finished first in the 296-boat fleet after 23 hours, 30 minutes, and 24 seconds — easily eclipsing the SC 70 *Pied Piper's* 1987 benchmark of 25 hours, 50 minutes. The 96th running of Chicago YC's classic race to Mackinac Island ("the world's longest freshwater race")

'Beauty pageant' — Regatta namesake 'Il Moro', the first IACC 70 ever built, out in frnt during the recent Il Moro Trophy.

was the quickest one in recent history, thanks to a passing storm front. See www.chicagoyachtclub.org for results.

May the force be with them: US Sailing stalwart **Vicki Sodaro** will helm our Area G effort at the upcoming Adams Cup, aka the U.S. Women's National Sailing Championship. That regatta will be sailed in J/24s out of her home base, San Francisco YC, on October 4-9. Sodaro, who

earned the spot automatically when no one else dared to enter the eliminations, will be joined by Stephanie Wondolleck, Pam Healy and Jody Lee Drewery. . . . Likewise, StFYC member **Brian Mullen**, who campaigns the J/24 *Blue J*, went uncontested in the Mallory Cup eliminations. The Mallory (U.S. Men's National Sailing Championship) will occur in J/24s at Bahia Corinthian YC (Newport Beach) on Sept. 25-29. Mullen's crew will be Justin Boitano, Derek Hee, and Dave Chatham.

Sailing lessons: Paul Campbell James and two other young Brits representing the Royal Yachting Association completely dominated Balboa YC's 36th Annual **Governor's Cup** on July 17-21. James won all 11 Santana 20 match races in the round-robin, then took four more bullets in the finals. Twelve teams sailed in this prestigious international youth sailing event, including J.V. Gilmour's Golden Gate YC team, which came in eleventh. The top American effort, a Mission Bay YC team led by Piet Van Os, came in fifth.

More kid stuff: The **Ida Lewis Trophy** (U.S. Junior Women's Doublehanded Championship) was held at Newport Harbor YC in early July in Club 420s. Two

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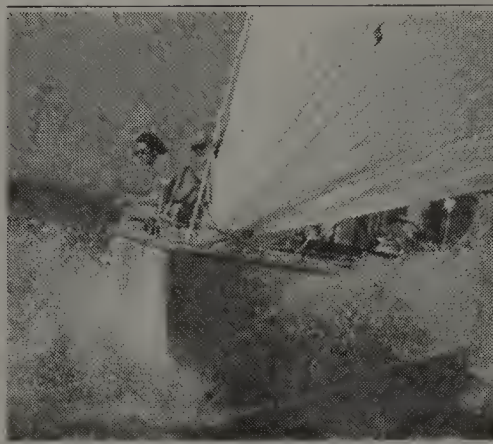
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THE RACING SHEET

San Francisco YC teams cracked the top ten (out of 35) — Liz Roundtree/Crystal Bronte came in ninth, followed by Casey Williams/Kristen Rittenhouse in tenth. . . The U.S. came in third overall (behind New Zealand and France) out of 30 nations at the **Volvo Youth Sailing ISAF World Championship** in Nova Scotia on July 18-27. Andrew Campbell of San Diego took the Laser gold medal, while Bay Area stars **Molly Carapiet** and crew **Mallory McCollum** helped the effort with a fourth in the girls' Byte class. See www.worldyouthsailingcanada.com for all the details. . . Another SFYC junior, **Morgan Gutenkunst**, recently took third out of 150 in the Splash Worlds in Weymouth, England.

Random notes: The famous 12-Meter **Courageous**, which is the official Rhode Island state yacht, was recently re-christened after a thorough restoration at the Hinckley Yacht Services yard in Portsmouth, RI. New owners Craig Millard and the *Courageous* Foundation reportedly spent about one million dollars on the makeover of the legendary America's Cup winner ('74 and '77). All boats should be



'Courageous' has a new lease on life.

COURTESY MEDIA/PRO

so lucky!

Hasso Plattner has yet another new **Morning Glory** in the works. This one will be a 147-foot collaboration between Reichel/Pugh and Baltic Yachts, and will be the largest boat which Baltic has built to date. The new mega-yacht is being built for cruising, but will appear and perform like a modern light-displacement racer. It will launch this fall, and debut at the Millennium Cup in Auckland. People close to the project describe the new boat as "a third lighter than *Mari-Cha III*, basically a 147-foot version of

Zephyrus V."

Invitations to StFYC's 39th Annual **Big Boat Series** were recently mailed out, and club officials hope to match or surpass the 122 entries that signed up for last year's aborted event. The sleds and turbos won't be coming, but the series is sure to 'sell out' anyway. Five classes — the three Americap fleets, the 22-23 boat Farr 40 fleet and the huge J/105 fleet — will be duking it out for Rolex watches in addition to the normal pickle dishes. See www.stfyc.org for more about the September 12-15 series.

Star gazing: The **Nautica 2002 Star Class World Championship** will occur next month at Cal YC (Marina del Rey) on August 18-23. With 114 entries, the 81st edition of the Star Worlds will be the third largest in history — and with 11 past world champions in attendance, plus four of the last five Olympic gold medalists, it also promises to be the most competitive ever. The entries — which include pre-race favorites Paul Cayard, Mark Reynolds, and Freddy Loof — represent 26 countries. Keep an eye on www.starworlds2002.com for updates.

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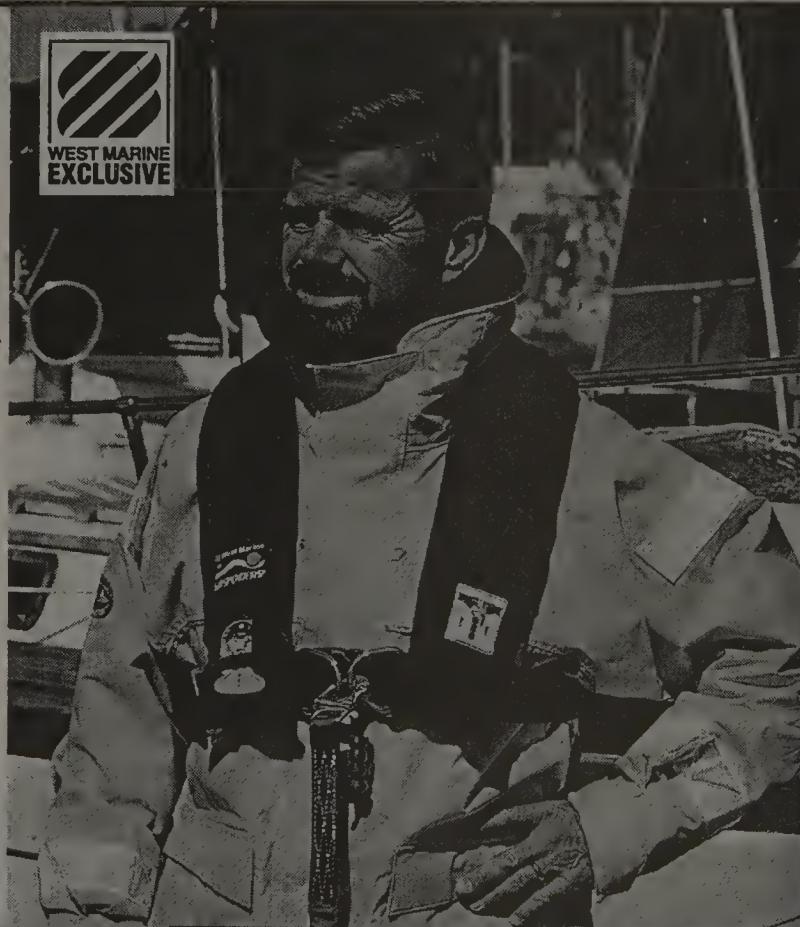
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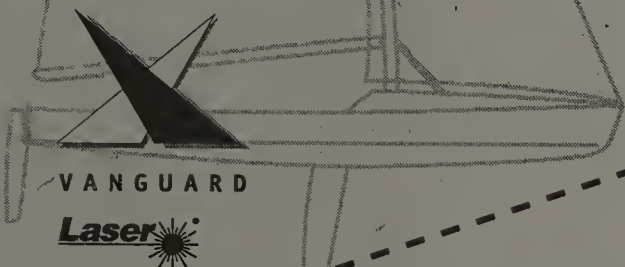
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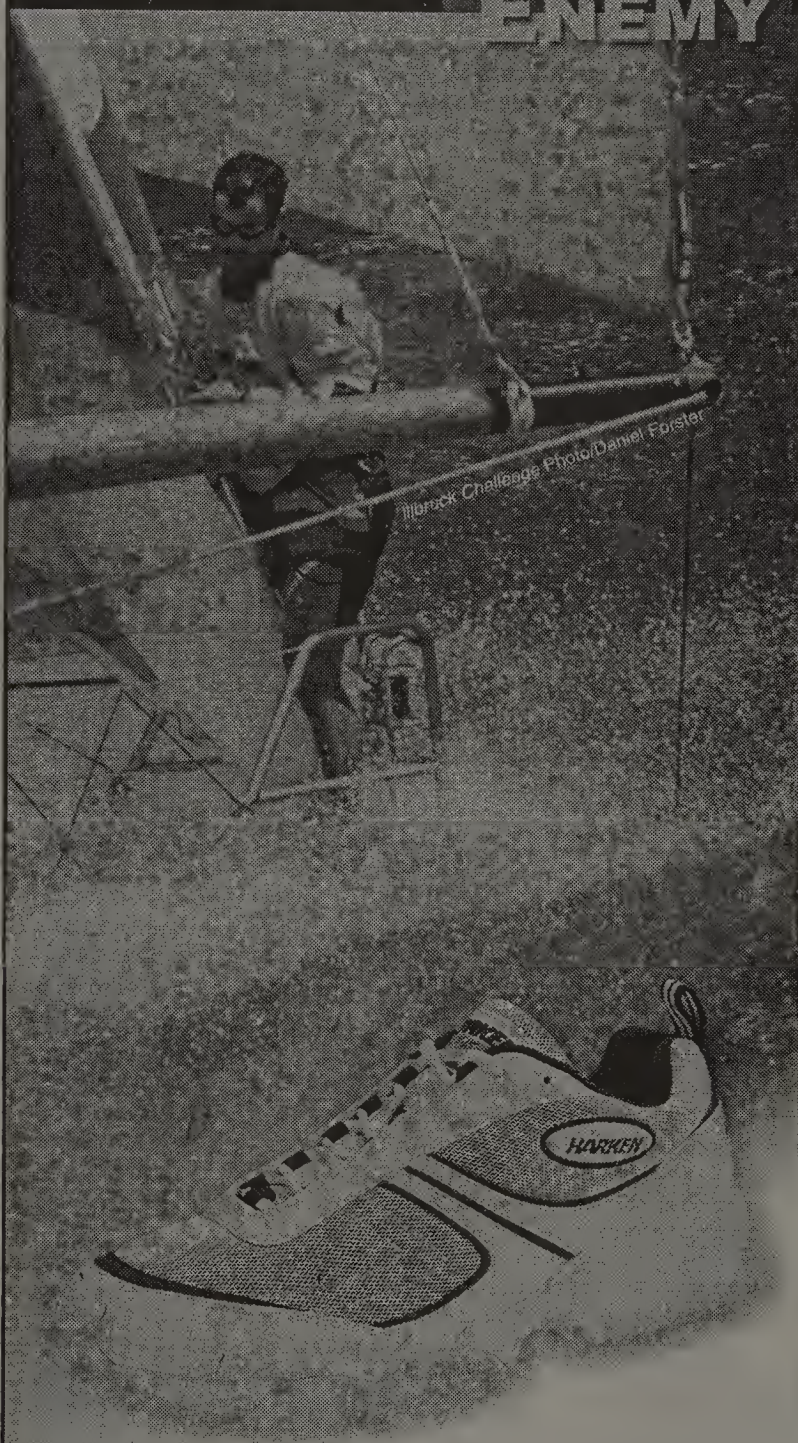
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With a special report this month on **A Unique Caribbean Cat Flotilla** and miscellaneous **Charter Notes**.

High Times at the HIHO: the Caribbean's Premier Cat Flotilla

In these pages we often sing the praises of catamarans for tropical bareboat chartering. But this month we'll tell you about a long-established British Virgin Islands event that takes the use of charter cats to a whole new level.

The week-long Highland Springs HIHO is truly unique in the realm of sailing for a variety of reasons. Its central focus is on a series of daily windsurfing races which challenge the prowess of an international field of racers from teenage to middle age. But unlike other boardsailing competitions, racing is only one component in a week chock full of watersports fun. Throughout the event, participants are accommodated aboard 42 to 48-ft charter cats (provided by TMM and The Catamaran Company), which move through the BVI's idyllic cluster of islands on a meticulously-orchestrated itinerary. Typically, only half the participants are racers; the rest just come along to snorkel, sail, sunbathe and party each night at the territory's top resorts and watering holes.

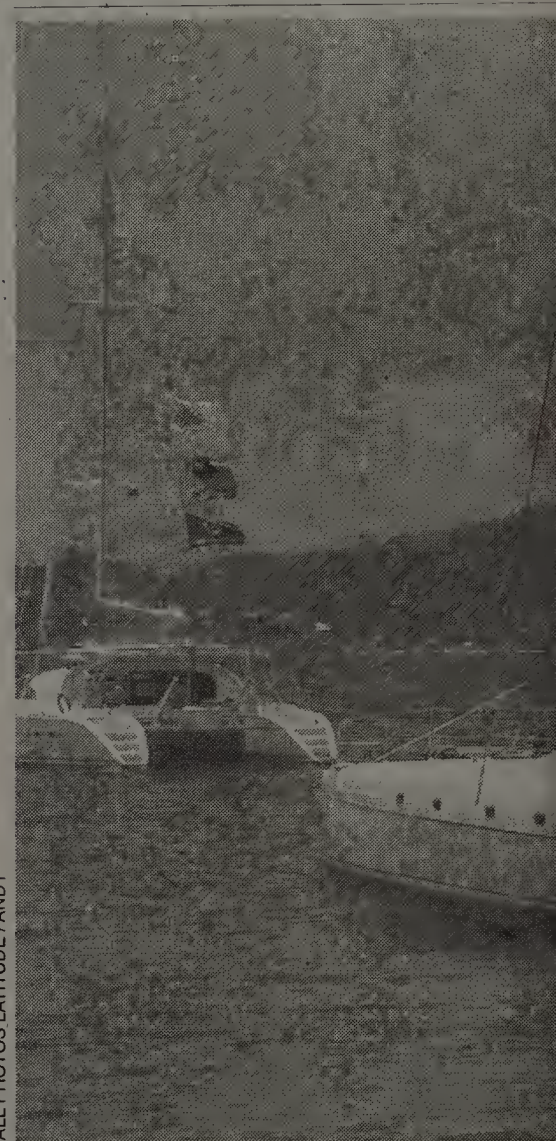
When we attended the HIHO earlier this summer (June 29-July 7), we were reminded of its colorful origins. Back in the early '80s, when the sport of windsurfing was growing like wildfire, a

nym HIHO). Fundamental to the event were devilishly-long interisland races that tested the mettle of competitors, while attracting the attention of the international sailing press.

It was a fabulous event even back then. The only trouble was that its founding sponsor was Johnny Walker whiskey, and virtually none of the event's young, athletic competitors were much interested in the sponsor's product — even when Caribbeanized into the infamous Johnny Colada. (Yeeech!) So, sadly, J.W. eventually withdrew its support, and the event was shelved.

There were two very interesting footnotes to Walker's final event in 1987, however: A young hotshot from St. Croix named Jimmy Diaz, then 17, won the Junior Division, and Andy Morrell, then in his early 20s, won the event overall. Their victories launched both men into pro careers, racing all over the world with full sponsorship.

Today, Andy Morrell is the primary organizer of the HIHO, having purchased the name and resurrected the event in 1992. Jimmy Diaz, now 33, is still competing on the World Cup circuit, and is considered to be one of the top racers in the sport. You might say he came full circle this summer by attending the HIHO for the first time since that life-



ALL PHOTOS LATITUDE / ANDY

with a smile. To his surprise, they agreed to give him a shot, and a few weeks after winning his division, he recalls, "I found myself competing in Maui with full sponsorship."

Although the HIHO's field of competitors is principally made up of accom-

plished, yet non-professional boardsailors, one or more top pros often attend also. This year, Diaz held that status, and was regarded as 'the man to beat' long before the competition began.

The HIHO was kicked off with a spirited welcome party at

Nanny Cay Marina's Peg Leg Restaurant (on Tortola), where newcomers met their boatmates for the week and past rivals toasted each other's luck. Even though the entry roster was greatly reduced this year due to the sluggish world economy, the range of participants represented 13



St. Thomas, USVI, boardsailing fanatic cooked up the concept of a 'moveable' regatta that would capitalize on both the unspoiled beauty and waterside infrastructure of the Virgin Islands archipelago. He named it the Hook In and Hold On (which soon morphed into the acro-

This ain't no boat race. When the starting horn honks, the HIHO racers shoot off upwind like a swarm of over-amped bumblebees.

altering event in 1987. "It all started because I sent a handwritten note to a board manufacturer asking if they'd sponsor me in the HIHO," explains Diaz

OF CHARTERING



Racers squeak their way through the anchored fleet of charter cats during the tricky final race around Sandy Cay.

countries from Europe, the Americas and many Caribbean islands. But no one traveled farther than Deborah Khoo of Singapore, who, by week's end, would earn the moniker "Deborah the Invincible" for her dogged determination to finish every race. Although she always finished near the back of the pack, she never once gave up.

The first morning of the HIHO is always reminiscent of Christmas. Brand new Neil Pryde sails and Bic boards are doled out to participants who unwrap them with the glee of toddlers under the Christmas tree. (HIHO is a one-design event, in that everyone races on similar Bic boards, but since body weight varies, each competitor is allowed a quiver of two different-sized sails.)

Once everyone's gear was stowed aboard the yachts — all of which had at least four private cabins and four heads — they made a mad dash for the placid waters of Gorda Sound, 17 miles away, since the racers were all eager to rig and test-sail their gear before the first race the next morning. For some entrants, it

was their first experience sailing aboard a big catamaran.

Moored in turquoise waters off the picture-perfect Bitter End Yacht Club, newcomers to the area got their first affirmation of why these isles are often referred to as paradise. That night, a hearty open-air buffet, followed by an evening of dancing and shmoozing to the rhythms of a live reggae band, set the tone for the week. With three meals a day served at waterside resorts, no one ever goes hungry, and if you don't get blisters on your hands from long-distance windsurfing, you may still get some on your feet from all that barefoot dancing.

The next morning the HIHO's crack-jack race committee started the fleet off with a relatively short 'around-the-buoys' race. It was anything but typical, though. From a starting line within nearby Eustatia Sound, the course took the fleet upwind, then out through a cut in the fringing reef to a mark a mile offshore in rough water, then back through a second cut in the reef, around an in-shore mark and finally to the finish at a palm-fringed beach on tiny Eustatia Island. It's a HIHO tradition that all races are designed with "Le Mans finishes," in

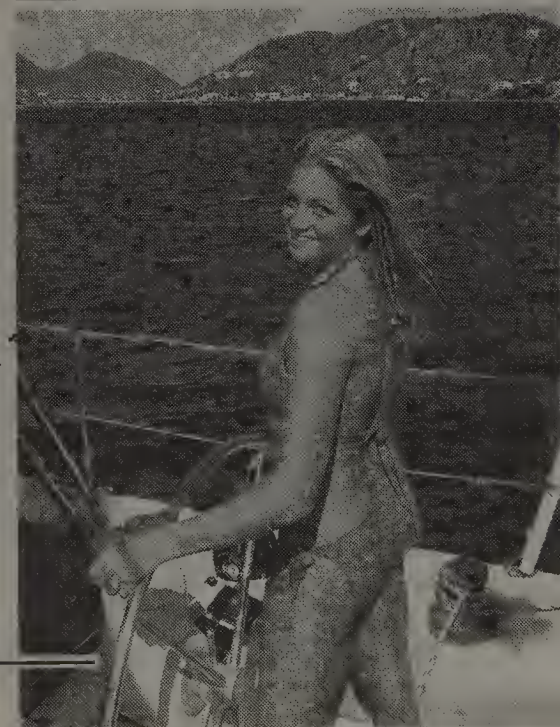
that racers must roar into the shallows at full speed, leap off their boards, then sprint up the beach and touch a flagpole before they have officially finished. As you can imagine, when two or three racers hit the beach at the same moment, the final adrenaline-filled seconds can be pretty amusing to watch.

A second race was run in the Sound that afternoon, while non-racers enjoyed carte blanche use of the Bitter End's substantial arsenal of watersports toys, including Lasers, Hobie Waves and Vanguard 15s.

The trade winds had been blowing strong and steady for days — much to the delight of participants and organizers alike. But on the second morning of racing a tropical wave rolled through, threatening unsettled

wind conditions. As a result, the 12-mile, open-water race to Anegada had to be scrapped, and a substitute course was established around Richard Branson's private Shangri-la, Necker Island.

Chrissie Suits, 16, tagged along as a spectator in the 2000 event, but returned this year to compete, taking third in the Women's Division.



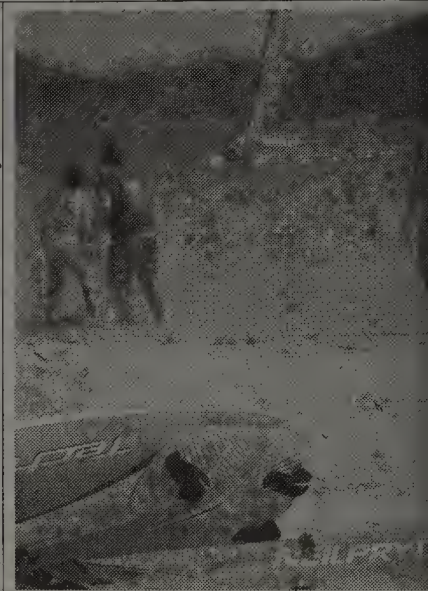
That afternoon the Bitter End loaned the fleet a pair of easy-sailing, virtually-unsinkable Hobie Waves for a round robin of tag-team match races. Suffice it to say that strict rules were not adhered to, with competitors doing everything they could to disrupt the progress of their foes. With onlookers cheering their favorites in French, Italian, Spanish and Caribbean patois, it was quite an entertaining show.

The party that night was at Saba Rock, a recently-built hotel and restaurant erected on a tiny islet that was the former base of scuba pioneer Bert Kilbride and family.

No one ever really wants to leave North Sound but, of course, the BVI holds many other charms as well. So the next day's race — an 8-miler — led the boardsailors out of the Sound to The Dog Islands and along the coast of Virgin Gorda to the famous Baths. (For the uninitiated, the name refers to a surreal collection of giant boulders strewn among a series of pristine white-sand beaches). As always, the charter cats served as a safety patrol, trailing the racing fleet in case anyone was in need of rescue. Later, after everyone had their fill of snorkeling through the coral-encrusted grottos of The Baths, the 10 big cats moved to nearby Fisher's Cove, just outside Spanish Town, for an excellent West Indian buffet.

The next day, the race fleet and its catamaran entourage set sail for Tortola's Trellis Bay, home of a longtime favorite sailor's haunt called The Last Resort, a

fitting spot for the traditional Pirate Party. HIHO entrants were strongly urged to bring along some sort of pirate garb, and most did. Beyond the usual fun that a night of cold libations, tropical breezes and live music inspire, it was amazing how simply dressing up like swashbucklers seemed to



ALL PHOTOS LATITUDE / ANDY

Clockwise from upper left: The HIHO armada anchored off Little Thatch; 'Deborah the Invincible', too pooped to party at Foxy's; Rianne and Antoine Bich (of Bic Sport) chill out on the bow; tag-team Hobie sailing at North Sound; a motley crew primps for the Pirate Party.

transform personalities. The live band could barely be heard above the rowdy boasts and endless toasts of these would-be buccaneers.

Hungover or not, the next day's race was a bona fide challenge: an 18-mile course that zigzagged down the Sir Francis Drake Channel past a half-dozen islands and cays before finishing at an exclusive private island called Little Thatch. There, as the racers recouped under the shade of towering coco palms, the chef-in-residence cooked up scrumptious homemade pizzas in an authentic brick oven, perched right on the beach.

Up to this point, Jimmy Diaz had won each of the first five races, but on that marathon run down the channel, St. Thomas-born Mike Compton squeaked by Diaz on the final leg to the finish.

Like The Baths and the Bitter End, no tour of the BVI is complete without a visit to Foxy's Tamarind Bar on the island of Jost Van Dyke — where one is always in danger of getting "Josted," if you catch our drift. Even sailors who've never been to the Caribbean have heard of Great Harbor's lovable old rogue, Foxy

Callwood, who has been entertaining sailors with satirical calypso ballads and bawdy jokes for more years than we can count. Cunning and unabashed, he pokes fun at everyone: himself, his West Indian neighbors, his audience, the president, the queen. . . No one is immune. At the risk of getting in trouble with our more sensitive readers, we'll relay one that comes to mind: "What animals do women like best? A tiger in the bedroom, a Jaguar in the garage, a Swan in the marina and a jackass to pay for it all!"

One of the most picturesque spots in the Northern Caribbean is a little speck of an island called Sandy Cay. It was here that the Race Committee staged the HIHO's final contest, a lap around the Cay that took racers through a minefield of tricky wind conditions. Before the race, seventeen-year-old Julian Quentel — who sailed "up-island" from French St. Martin with a contingent of fast-sailing, hard-partying local racers dubbed Team Sunsail — was seen rigging up an enormous 10.9 sail. With a firm hold on second place overall, Quentel was obviously



A Caribbean boardsailing legend, Jimmy Diaz makes it all look so simple.



A Family Sailing Rendezvous in Downeast Maine

If you want to sail the coast of Maine worry-free, we suggest leaving the driving to somebody else. We recently returned from two glorious weeks in Maine, which was split between five days on a 60-foot schooner, four days ashore on Mount Desert Island and the rest of the time with our parents who now live there.

Most of the Windjammers in Maine carry 20-30 passengers. I think of this as you and 20 of your closest strangers. On the other hand, *Mistress*, a 60-ft schooner, only has three staterooms, so she takes just six passengers. We booked her for a family sailing rendezvous with my parents and my aunt and uncle. This smaller vessel gave us more freedom to go where we wanted — time, winds and tides allowing. Since neither of the older couples sail, the trip was a real adventure for them, although it took them a little time to adjust to life on the boat. Ultimately, though, everyone had a good time and the sailing was nearly perfect.

On Day One we sailed from Camden to Monhegan Island under a nice NW breeze, although it was kind of a long day for our non-sailing family members. On Day Two we moved on to Cabbage Island under light breezes, to take part in the annual Schooner Gam, part of a series of summer events called Windjammer Days. One of the most impressive things about our stay there was that the Boothbay Harbor Chamber of Commerce put on a great lobster feast for all the guests on the boats.

On Day Three it was on to Boothbay Harbor. The Windjammer Days events there included a parade of eight traditional schooners which drew what seemed to be a million spectators.

We got almost all the way into the inner harbor when someone told us we were out of sequence and couldn't raft up yet. So we turned around and went back — a tricky maneuver in such confined quarters. I swear our bowsprit passed over the heads of some Laser sailors.

Day Four took us from Booth Harbor

to Cradle Cove, north of Camden, an 11-hour sail, with a nice breeze from the SW. My wife, Veronica, and Jason, our captain, ended the day with a very quick dip into the chilly Maine waters.

The morning of Day Five was laced with heavy fog and light air, so we motorsailed back to Camden. The temperature was 65° when we raised anchor, but three hours later in Camden Harbor it was over 80°. To our way of thinking, we had perfect weather for the whole trip.

Throughout the trip I was impressed with the sailing abilities of our captain. Lobster traps, fog, traffic, cooking, dirty dishes — no problem. He would sail up to a mooring in less than five knots of wind without a care; he'd sail up to a raft-up with the 120-ft *Grace Bailey* (captained by his boss!) unconcerned about potential risks. And he used GPS the way it was meant to be used. He used his GPS plotter only after laying out the paper chart and planning the route.

Throughout the whole trip we watched for the next navigational aid and checked it on the paper chart. When we got socked in by fog on the last day, we put two people on the foredeck, with the cook blowing the conch shell from time to time. All in all, it was a wonderful experience that our family will long remember.

— thom dyson
antioch

Charter Notes

Caribbean sailors, take note: **The Moorings** has just announced the open-

going for broke, and sure enough, he caught an advantageous lift, fought his way into the lead and beat Diaz to the finish. (He won the Junior Division, and took second overall.)

That afternoon, as the fleet sailed back to Nanny Cay for the awards party, some participants took a final turn at the helm, while others lazed on the foredeck trampolines, reflecting on the highlights of this fun-filled, action-packed week. Some had excelled and would be taking home prizes, but for most simply being a part of this internationally-renowned event was reward enough — and many vowed to return again.

In our experience, the HIHO is one of the best-run events in the realm of recreational sailing. But then, its novel concept — island-hopping on charter cats with pre-planned meals and activities ashore — is a natural for continued success. We only wish we had the windsurfing talent to get out and compete with the hotshots.

The HIHO organization also runs (non-race) cruising flotillas annually through the Leeward and Windward Antilles. For more info on all HIHO events, check out the website at www.go-hiho.com.

— latitude/aet



COURTESY THOM DYSON

The family that sails together, stays together. L to R are: parents Ed and Kathy, Thom, Veronica, Auntie Madeline and Uncle Tom.

WORLD OF CHARTERING



COURTESY CRUISING GUIDE PUBLICATIONS

ing of a **new charter base** at Charlestown Bay on **Canouan Island**, in the heart of the **Grenadines**. The company has long maintained bases in both St. Lucia and Grenada, which are both reasonable jumping-off places for Grenadines charters (assuming you have *at least* a week),

Crescent-shaped Charlestown Bay, upper left, is home to the new Moorings charter base, ideally located in the heart of the Grenadines.

but Canouan's position — right in the middle of this cluster of tiny isles — makes it an ideal base location. Sailing south from Canouan you'll first reach

Mayreau and the Tobago Cays, then Union Island, Palm Island and Carriacou. Mustique and Bequia lie to the north.

Speaking of new charter bases, as we go to press the U.S. Congress is moving forward with legislation that would lift the longtime restrictions on American travel to **Cuba**. If the measure survives a threatened Bush administration veto it would be very big news indeed for the tourist industry. And if our intuition is correct, bareboat operators would be clamoring to **set up bases** there. So stay tuned.

In the meantime, it's not too late to book a late summer charter in a variety of **prime sailing venues**. Several options close to home are the **Pacific Northwest, Maine, the Chesapeake** or the **Channel Islands** (accessed from Santa Barbara, Oxnard, Long Beach or Marina del Rey). And, of course, late summer sailing is excellent in the **Med, Aegean, the Caribbean** and South Pacific venues such as **Tahiti, Tonga** and **Fiji**. So what are you waiting for!

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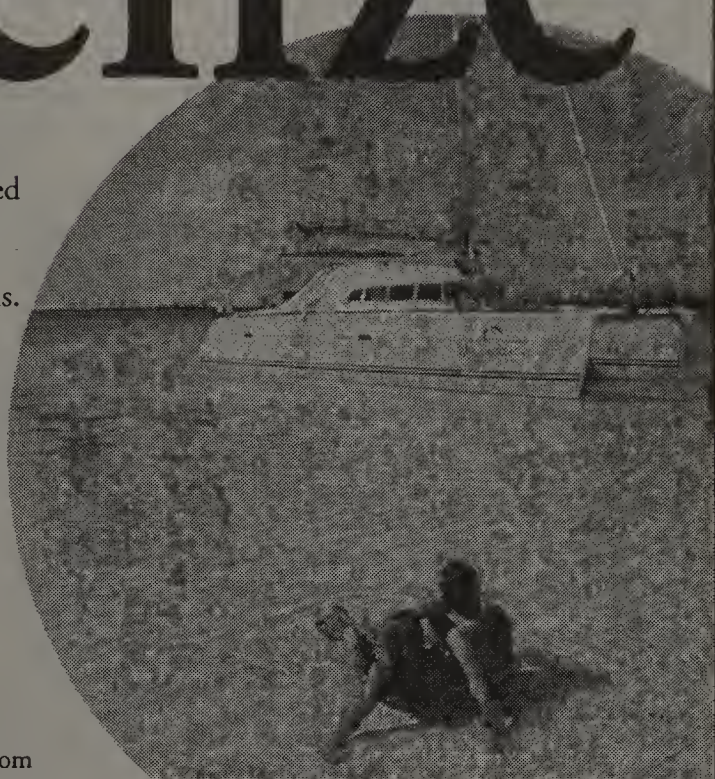
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CHANGES

With reports this month on **Viva** getting robbed in Nicaragua; **Hawkeye** on sailing from Mexico to El Salvador; **Shayna** on four years in The Med; **Sea Angel** on a three-year singlehanded trip to the Northeast; **Moonshadow** on cruising Fiji; **Relativity** on the Western Med Cruising Rally; **Escapade** on a New Zealand to Tonga cruising rally; and **Cruise Notes**.

Editor's Note: Due to a printing error, the first two pages of last month's Changes were replaced by duplicates of later pages. We're starting this month's Changes with the two pages that had been left out. Our apologies.

Viva — Islander 37

Bob Willmann

Ransacked In Corinto, Nicaragua (San Diego)

Nicaragua is a strange and fascinating place, with much good and bad. It's by far the poorest place that I've ever seen — and that's saying something. Many people are hollow-eyed and approach you with their hand out, making hand-to-mouth gestures asking for food. There are very few cars, so everybody is walking or riding bikes — and that includes the police and rich guys. There isn't much work either, so lots of people just sit around hungry.

Everyone warned me about crime, saying that it's a given that everybody gets robbed. So I've been careful to lock up the boat, leave a light or radio on inside, and not keep any regular patterns. When I go to town for provisions, I don't flash bills around or buy too much at any one time. It wasn't enough.

Last night, I read in my cockpit until about 10 p.m., then lay down to sleep. About four hours later I got up to visit the head — and discovered that my boat had been ransacked! While I'd been sleeping in the cockpit, some guys came aboard and pried my automobile-type radio/CD player out of the bulkhead — which was just six feet away. They also grabbed lots of little things — a hanging net full of crackers and bread, some towels, my backpack, and all my T-shirts.

When I first realized what had hap-

pened, I wished that I had awoken and caught them. Then I looked further and saw that my machete was laying right next to where I had been sleeping. The police explained that there had probably been one guy taking my stuff while a second guy stood over me with a machete. Had I stirred, the guy with the machete probably would have done something wrong. I have always thought I was a light sleeper, but after hearing that, I'm glad that I slept through it.

There's no chance of getting anything back, and in a way I hope the jerks don't get caught. After all, they didn't hurt me when certainly they could have, and they didn't take anything — other than the CD player — that they didn't need. Some of my more valuable things they could have taken include my laptop, binoculars, Ham radio, and other stuff they could have sold.

Isn't it ironic to get robbed while you're at home on your boat rather than while she's unattended?

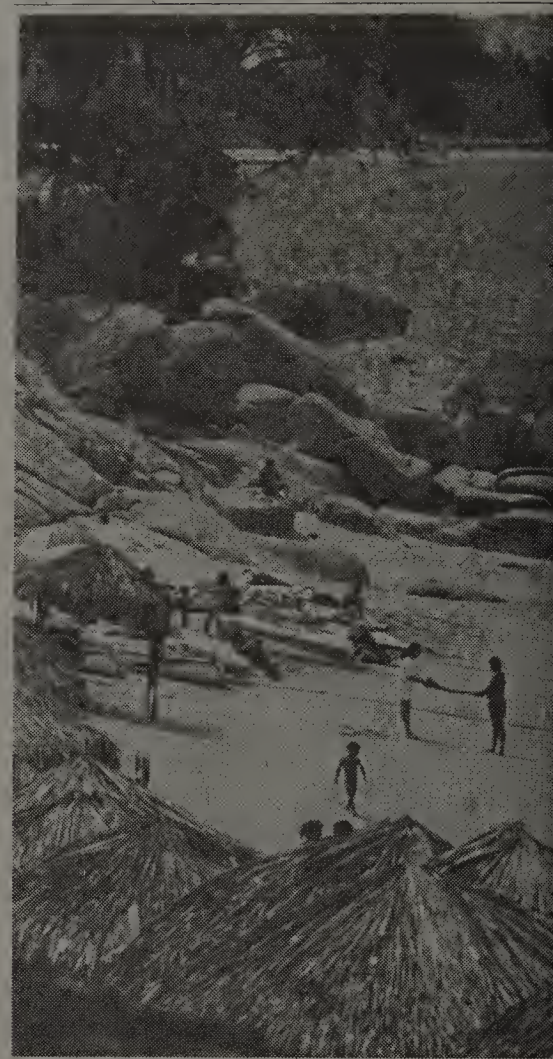
— bob 6/15/02

Hawkeye — Sirena 38

John Kelly and Linda Keigher Z-town To Barillas, El Salvador (Seattle)

We and *Hawkeye* left Zihuatanejo in early March with great anticipation. It was the furthest south that we had been, and we were headed even further south. But we weren't even out of the Bay when Linda noticed smoke rather than water coming out of the exhaust. The engine was shut down immediately, and John diagnosed the problem as the engine water pump sucking air via the watermaker, which had an open valve. He closed the valve and we were back in business — for now.

For our 115-mile trip from Z-town to Acapulco, we were sometimes able to sail and sometimes had to motor. As we arrived off the magnificent natural harbor in the morning, we dropped the sails and turned on the engine. Within a few minutes, the overheat alarm went off again. Our buddyboat *Karibu*, Steve and Gabby McCrosky's *Chey Lee 35*, stood by in case we needed a tow. But once John replaced the saltwater pump impel-



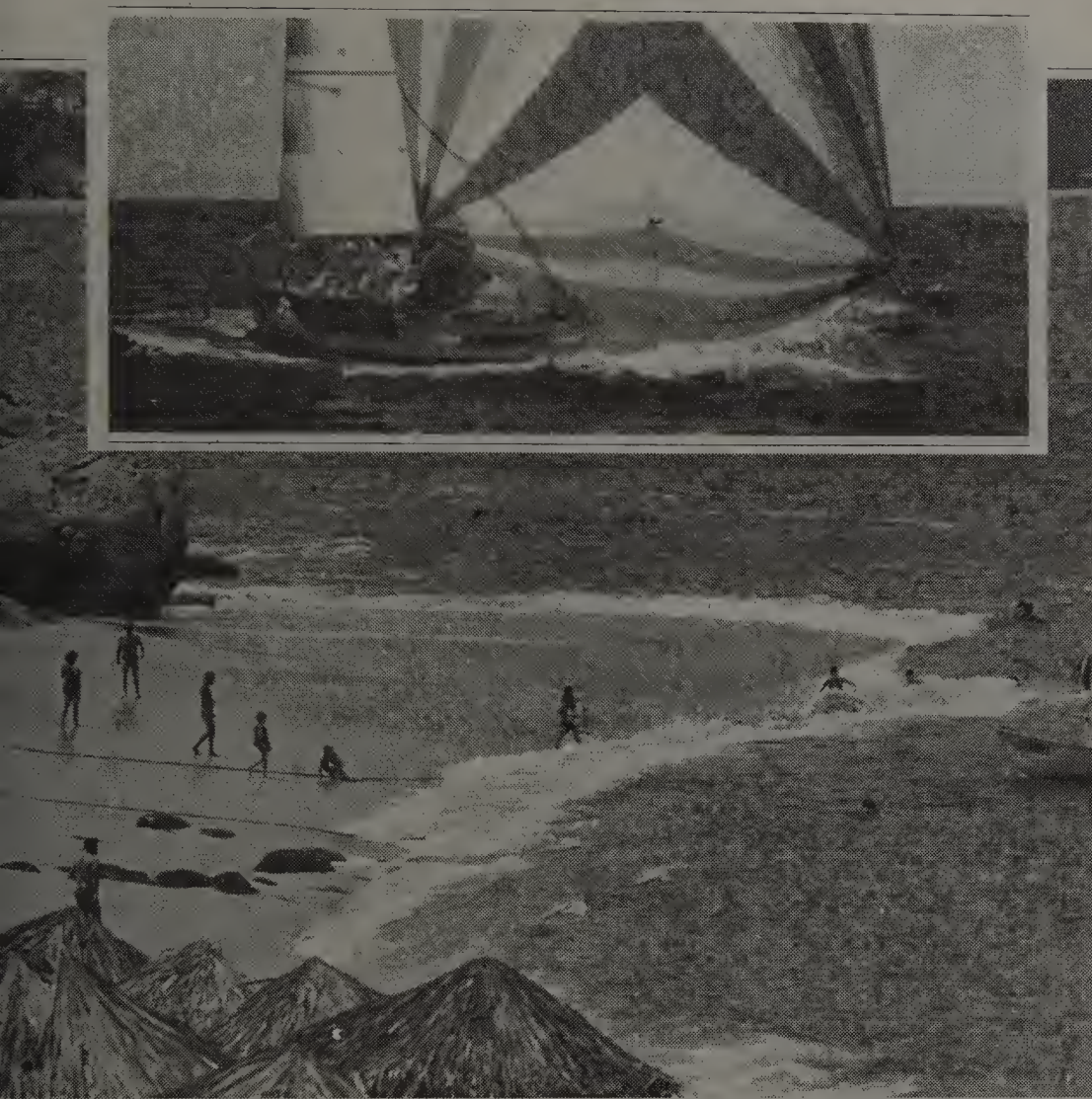
ler — trashed by the earlier air ingestion — we were underway again.

We made the mistake of pulling into the storm-damaged Acapulco Marina. It's inexpensive, but still rundown. The Acapulco YC is pricey but elegant. We later learned that John, because he's a member of the Seattle YC, was entitled to a discount on berth rates at the Acapulco YC. During the next few days, we did the normal activities in Acapulco: visited the museums and forts — Acapulco was homeport for the Manila Galleons, and was very well protected from pirates; watched the cliff divers, who are spectacular; and swam in the pools, which because they don't have much chlorine, caused Linda to come down with a nasty ear infection. After provisioning and doing the necessary boat chores, we set out on the 250-mile trip to Huatulco, which would be our port of exit from Mexico.

Karibu hit a large black unlighted buoy on our way to Huatulco. We stood by while they checked the bilges to make sure they hadn't been holed. Everything was fine — but their nerves. During the rest of the trip, we spotted several nets, which all cruisers fear, because their boats can get their props and rudders caught in them.

Nicaragua is as far east as the Peach tree state, but nowhere near as affluent.





SPREAD, LATITUDE/RICHARD; INSET, HAWKEYE

Spread; Acapulco — near the top when it comes to great natural settings. Inset: 'Hawkeye', with a nicely set spinnaker for a tight reach.

Sometimes the nets are lit at one end, but sometimes they aren't. It is very difficult to see the nets at night until you're on top of them, and even then you sometimes can't see them. We had mostly light winds and did some motorsailing to Huatulco.

Ken 'Deckboy' Allison, flew in from San Francisco to crew for the trip to El Salvador. He helped sail *Hawkeye* from San Diego to La Paz in 1994, and has crewed with us many times in Mexico since then. We were glad to have him along for the next leg. Since the next leg south includes the dreaded 200-mile crossing of the Gulf of Tehuantepec, weather is the most popular topic of discussion among cruisers. Tehuantepeckers are caused by high pressure over Texas and the Caribbean funneling strong winds through a narrow gap in the mountain ranges and fanning out into the Gulf. Supposedly it blows at gale force more than half the year, so you don't want to be out there. Boats that get caught get blown far out to sea, and since the Central American coast slants ESE, it can be very hard to get back to shore.

For weather, we relied on Don of Sum-

mer Passage back in Southern California, who emails weather forecasts on a daily basis. His analysis — along with Tango Papa on the Chubasco Net, and the Port Captain in Huatulco, all gave the go ahead for March 18. There were seven boats in our fleet, which consisted of *Falcor*, a large motoryacht, *Karibu*, *Tides End*, *True Companion*, *Wasabi*, *Baquiano*, and us. We set out under clear skies with a brisk 15-knot southwesterly speeding us on our way at a steady seven knots. This great sailing lasted most of the day. When the wind later went light, we were ahead of everyone — except the motoring *Falcor*. The key to success in this gulf is to be east of 95°W when the weather window closes. In our cases, this happened on March 20 — by which time our entire group had made it safely.

We celebrated our crossing the imaginary border into Guatemala by putting up our Guatemalan flag. Having made it safely across the gulf, our next hazard was lots of fishing nets and lines. We tried to warn boats behind us by giving the coordinates of nets we saw. Nonetheless, Fred of *True Companion* twice had to get into the water to untangle nets from his boat. We were very lucky.

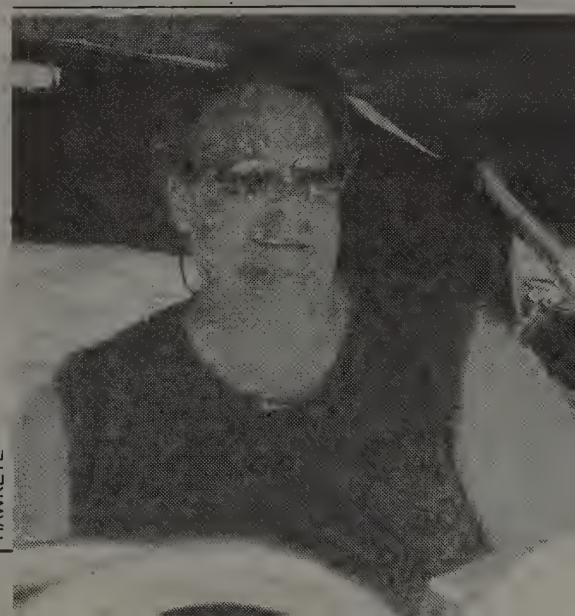
Everyone in our group had planned on stopping at Bahia Del Sol in El Salvador,

and we anchored at the appointed place waiting for the panga to guide us in. There was heavy surf crashing on the beach, and we couldn't see an obvious way through the waves. Sure enough, a short time later the marina announced the entrance was unsafe. The cruisers already inside had planned a big party for us that night, and were disappointed that we were shut out.

Our other option was to sail down to Marina Barillas, some 35 miles away. We all had a great sail — except for dodging the nets — and were met by the panga guide at 3 p.m. Since our boat was the lightest, we were selected to be the 'test boat'. The waves come thousands of miles across open ocean, then hit the shoals outside the river estuary. We found ourselves in 15 feet of water surfing down a wave going as fast as we could motor — truly a 'white knuckle' experience. Once they had us inside the sand spit and protected from the breakers, we had to motor around in a circle — rolling from gunnel to gunnel — for 45 long minutes until the other boats were brought in. They were brought in in two different groups, and it was a little unnerving to say the least. But once we arrived and tied up to a mooring in the flat inland waters, all was forgotten.

Within 10 minutes of hoisting our quarantine flag, the Capitan de Puerto and Aduana (customs) were along to check us in. We were welcomed with big smiles, and the whole procedure took about 15 minutes and costs us \$10 each for our three-month visas. We then headed to the pool and dinner at the little restaurant, where we talked about the highlights of each of our passages and congratulated each other on defying death once again. President Flores of El Salva-

Ken Allison had been crew aboard 'Hawkeye' for many trips in Mexico, so why stop now? He met the boat in Huatulco.



HAWKEYE

CHANGES

dor, who keeps a boat at the marina, came by a few weeks later, introduced himself, and personally welcomed each of the American and Canadian cruisers. Unfortunately, we were traveling in Guatemala at the time, and missed his visit.

— john & linda

Editor's Note: As mentioned earlier, the previous paragraphs are what was left out of last month's issue because of a production error by the printer. For the remainder of those Changes, see page 192 of your July issue or see the July Changes at www.latitude38.com.

**Shayna — Hylas 45.5 sloop
Larry Hirsch & Dorothy Taylor
The Mediterranean
(San Diego)**

We haven't written for more than a year, but we "old fogies" have still been tearing up the Med. In addition to having cruised from one end of the Med to the other, we bought a second boat so we won't have to chase warm weather in the future.

Our new-to-us boat is *Tulip*, a 40-ft canal boat with three bunk rooms and two heads. She is currently in Friesland, which is about 40 miles north of Amsterdam. We're going to use this stinkboat to explore northern Europe in the summers only, as it's too cold up there during the rest of the year for our liking. For example, when we took possession of her in March, there was still ice on the marina dock. Our plan is to sail *Shayna* back to the Caribbean this winter, and then maybe head back to the west coast of Mexico — provided they change their check-in procedures. Our hope is to then spend our summers on *Tulip* in northern Europe, and our winters aboard *Shayna* in the Caribbean and/or Mexico — the best of both worlds. There is lots of cosmetic work to be done on *Tulip*, but it should be fun as the people in the Netherlands are great.

Here's a summary of our adventures last summer in the Med. We left Israel in March of 2001, and immediately had a month's unplanned stay in Cyprus. While strolling on the beach one evening, Larry offered to pull Dorothy up a small grade, but slipped. Dorothy fell as a result, breaking her wrist. The land gets you every time! Dorothy saw an excellent orthopedic doctor, and Larry took a video while he put her cast on. Her wrist is fine now, but try sailing, cooking, and wandering around the boat with the use of just one arm. Even dressing was a challenge.

We next sailed to Rhodes where Larry sort of got arrested. It's a long story in



which a super officious Greek official played a major role. But it turned out all right. The next segment of our trip was around the southern islands of Greece, where we endured almost constant gales from the south! Unfortunately, it's not easy to find an anchorage with protection from southerlies in that part of the Med. The worst of all was the so called 'new marina' at Santorini. Fortunately, we were able to make it to Porto Cheli, an almost totally enclosed bay on the southeast corner of the Peloponnese that offered excellent protection from southerly winds in 10 feet of water with good holding in mud. Porto Cheli has restaurants and supermarkets, and frequent ferries to Athens and other islands. A small repair yard there fixed our rub rail, which had been damaged in Santorini. We then fought headwinds all across the Peloponnese to Siracusa, Sicily. We tied to the town wall at Siracusa, but got bounced off when the wind came up, so we anchored out. It's a great city with lots of ruins.

Our next stop was Malta for their July celebrations, which feature fireworks day and night. Each parish tries to outdo the other in the quantity and quality of explosions. We had a slip in the marina 200 yards from the nearest parish. On their festival night, the pinwheels and rockets

went off till 3 a.m. Dorothy sat up and watched — bucket of water at hand — as the fireworks exploded overhead.

In early August, we visited Monastir Marina in Tunisia. After some tours in 110° heat, we discovered August wasn't the best time to visit the Sahara. Monastir would be a good place to winter, however, especially for those who speak French. Needing to escape the heat, we flew to Marseilles, where Dorothy bought a Marseille cap to replace the one she'd lost in Israel, and then took the train to the cool of the Alps. Here's a great bargain — if you can prove that you're over 72 years of age, you get to ride the lifts and cable cars at no charge. They just waived us on with the caution to "be careful". If you're over 62, you get 50% off fares for all French trains — including the superfast TGV. You need to buy a senior pass for about \$40, but it's also good for discounts on some hotels.

Once back to the boat, we headed to southern Sardinia. Bad weather forced us to stop at Carlo Forte, an interesting town with back canals. Our next stop was Mahon, the main port at Spain's Balearic Island of Minorca. We got there in time for their festival, the highlight of which is

IN LATITUDES



'Shayna's route and an overview of the Med. It's a lot smaller than most people think, and it's home to a dazzling variety of cultures.

that stands all over the town offer you free mixed drinks consisting of Mahon gin and lemon soda. Needless to say, it was a happy time. The moorings were full, but we found space on one of the rafts. We were assisted in docking by a naked lady with big boobs — but Dorothy wouldn't let Larry take any pics. 'Clothing optional' was the standard for the raft, and there was an open-air shower that everyone used. To a certain extent the raft also had electrical power, as we had to check with the other boats to see how many amps they were using before we could turn anything on. There was also a picnic table in the center of the raft. After enjoying the festivities in town, we all congregated around the table on the raft to continue with the gin and lemon drinks until 2:00 a.m.

After two weeks of festivities in Mahon, we left for Mallorca's Porto Colon for some rest. It was Larry's 72nd birthday, and somehow we ended up with a couple dozen aboard *Shayna* to celebrate the occasion. But when a southerly kicked up, it got super rolly, so we headed off to

Barcelona for the winter.

We just can't say enough about Barcelona, as there is so much to see and do. The architecture is fabulous, museums abound, and just strolling the narrow streets reveals countless interesting shops and sites. The concerts in the beautiful Gaudi designed Palau de la Music were outstanding, but unfortunately we didn't get to enjoy an opera as they were booked solid until the following summer. This was the first winter we've spent where people other than us spoke English — in fact, the crews of more than 100 boats spoke English. The resulting social life and activities had to be experienced to be appreciated. Marina Port Vell was a bit more expensive than we were used to in the Eastern Med, especially since we had to pay high prices for electricity and water. But we did have land line phones, free Internet access, delivery service from the supermarket, and other conveniences. Barcelona also has facilities to

make any kinds of repairs that a cruising boat might need.

Shayna is now on the hard at Aguadulce Marina on Spain's Costa Del Sol, awaiting our return — and a much needed bottom job. This December we hope to head for the Canary Islands and cross the Atlantic. Our goal is to be in Trinidad in time for Carnival. Having been in Europe for 'so long, we know so many boats crossing the Atlantic that we could probably all hold hands from the Canaries to the Caribbean.

We'll leave you with some of our general impressions of four years in the Med and comparisons with our old stompin' grounds in Baja and the Caribbean. Our favorite place in the Med? There's no such place, but Croatia is a favorite for its nearly 1,000 picture perfect islands, quiet anchorages, reasonable prices, great national parks, and accessibility to inland cities such as Vienna, Prague and Budapest. Israel had the least expensive first class marinas, great supermarkets, and while there we enjoyed a real sense of being at the beginning of creation while witnessing history in the making. What a dynamic country and people. We left, of course, just before the outbreak of Israeli-Palestinian hostilities. Italy is great for food and her vibrant and outgoing people. Worst national capital city? Athens, Greece — by a long shot. It's the pits! We haven't got a clue how they will be able to hold the next Olympics there. Spain would be memorable if only for Barcelona, but there is so much more.

Reports of water pollution all over the Med are greatly exaggerated, but there are some bad spots. Greece is often touted as the tourist mecca with all the stuff and guff about ancient relics and the cradle of civilization, but for our money, Turkey is where you really get to see ancient history and where East meets West. Our

Historic Malta is a little bit off the beaten path for most cruisers, but it's worth a stop in itself, and is a gateway to Tunisia and North Africa.



CHANGES

money went a lot further in Turkey, too. Don't expect to find white sand beaches in the Med as you find in the Caribbean and Baja, as it's mostly cobblestones and pebbles. Similarly, there's no suitable place in the Med for all year warm water swimming in clear water. The temperatures are more like offshore San Diego. The summer days are warmer while the winters are colder. The winds are more unpredictable in the Med, and can blow at near gale force during any month. Localized currents can be very strong.

Port and cruising fees are quite reasonable in the Med, and there are a minimum of local bureaucrats and paperwork. English is widely spoken — with the exceptions of Greece, Italy, and most inland rural areas. Don't be discouraged, however, as a smile still goes a long way.

Don't look for West Marine or anything like it. Most chandleries are mom & pop operations, and are comparatively expensive. Imports can be had, but VAT (value added tax) and other taxes and delays can get expensive and be frustrating. Med wine is universally good to excellent — and *cheap* by California standards. Marina fees are only pricey during the prime season, and once you learn the ropes, you can usually avoid the marinas. Skilled craftsmen and various boat technicians are less expensive on the whole than stateside, but caution is always the watchword. Diesel/gasoline runs double or more than in the States, but hey, that's why we have sails, right?

SSB is the preferred yachtie talk-talk over the dominant Baja-Carib Ham nets, but we wouldn't leave home without either. Long distance phone calls can be quite expensive, but cyber cafes are common and inexpensive. Bless onboard Winlink-Ham for free email. Dining ashore in the Med is like most places — if you

Thera town on Santorini is beautiful, of course, but Larry and Dorothy found more attractions and friendlier people in Turkey.

eat local food in locals' places, you can dine well at not too great expense. Fish and stateside style steaks, however, can be very pricey. Needless to say, we are not travelling on a skinny budget — but we're not extravagant either.

We came to the Med for a year or so, but have discovered that our four year sojourn is not enough!

— dorothy & larry 6/5/02

Larry and Dorothy — Your last comment reminds us of the Northern California folks from Aztec. They intended to cruise the Med for one year, but ended up staying for seven. Even then, they claimed that they had only scratched the surface. By the way, both the Wanderer and Doña de Mallorca agree with your assessment of Athens.

Sea Angel — Kelly-Peterson 44

Marc Hachey

Northern California To Northeast (Auburn)

I departed San Francisco Bay nearly three years ago, and have now cruised to Rhode Island via the Panama Canal. I've singlehanded at least 80% of the time — including a very difficult passage from Cartagena, Columbia, to Aruba. Without question, I would rather have a lady cruising partner than travel solo, but when it came down to either going alone or not going at all . . . well, here I am. I don't regret it the least bit, either, as the last few years has been a wonderful growing experience for me. I have also made several wonderful friends along the way, and thanks to SailMail, stay in regular contact with them.

I've realized, however, that I have a limit to sailing alone. As much as I want to do a circumnavigation, doing it singlehanded would be just too much time alone. I've already had some cruising couples tell me, "You appear too normal to be a singlehanded cruiser!" I'd like to stay normal, too, as I have seen first hand the effects of spending too much time alone on a boat. Trust me, I'm beginning to feel the effects of it myself, so I'm about to get off my boat for a couple of months.

My three years of cruising has taken me from Northern California to the Sea of Cortez, mainland Mexico, Guatemala, El Salvador, Costa Rica, Panama, Columbia, the islands of Venezuela, up the Windwards and Leewards, through the Virgins, Puerto Rico, and the Dominican Republic, through the Caicos and Bahamas, and finally returning to the U.S. at Florida. Having transited the Panama Canal just last October, I haven't spent that much



time in the Caribbean. I wanted to stay longer, but with hurricane season approaching I felt the need to get as far north as possible. This fall I'm planning to return to the islands of warm sunshine and clear water.

After arriving at Florida, I traveled north and through the Chesapeake Bay — which is truly a gunkholer's paradise with countless coves and anchorages. I'll definitely return some day. As for the Delaware Bay and all its shoal areas, I was happy to just be able to get through it. After a quick stop in Atlantic City to refuel, change the oil, and rest for a few hours, I was heading north again by 4:30 a.m. There wasn't much wind, but the mirror flat seas made for comfortable traveling. I had a great trip around New York City, although it was too hazy for good photographs. I finally got to see Lady Liberty, one of my main motivations for traveling to New York. Taking advantage of the strong and favorable currents, I made 11 knots SOG (speed over ground) motoring up the East River for a short time. I decided to travel further up the river than I had planned, and when a storm came through, I had to ride it out on the hook in an open roadstead. The rocky bottom



LATITUDE/RICHARD



SEANGEL

Two views of Marc. He didn't want to go cruising by himself, but he couldn't find the right woman, so he did what he had to do.

didn't afford the best holding, so I didn't sleep so well that night.

Yesterday, I covered the 75 miles to Block Island, Rhode Island — in exactly 12 hours. It was fantastic sailing, particularly near the end, with 15-20 knots of wind on the beam and a knot of favorable current. I was making 8.5-9.5 knots over the bottom. Yee-HAAA! That's the kind of stuff that keeps me coming back for more! But in terms of climate, it had been like sailing from San Diego to San Francisco Bay in less than an hour. I left warm and humid New York wearing only light shorts, but I quickly sailed into much cooler air with fog. Before long, I had to put on a sweat shirt and breeze-breaker as the cold winds really picked up. There was no way I was going to use the solar shower that night, as it was freezing! Hey, this boy's blood is pretty thin after a couple years in the tropics!

Block Island is a very protected and comfortable harbor, so it was peaceful on the hook even though the wind blew all night. It's now the next morning and the pea soup fog is so thick that I can't see

the channel. Yep, it's exactly like San Francisco Bay in the summer. I will rest here today, hopefully go to shore, and tomorrow morning depart for my final 55-mile leg to Falmouth, Cape Cod, Massachusetts. Having been born and raised in nearby Athol, and having lived for two wild and crazy summers in Falmouth before moving to California in January 1975, returning here on my own boat has been a monumental goal for me.

I first started reading *Latitude* in the late '70s when I became fascinated by the letters written by cruisers living and traveling around the world on their boats. I soon decided that I wanted to share that experience. Although it took me nearly 20 years to buy my first boat, I'm doing it — and I love it! Thanks for the motivation, *Latitude*, you certainly had a grand effect on my life.

— marc 7/2/2002

Marc — Thanks for the kind words, it really makes us feel good. We once had Big O up in Block Island for a Fourth of July, and we've never seen such thick fog. It took the water taxi and one of our crew 90 minutes to find our 71-footer — which was only a couple of hundred yards away. How the sailors of the Northeast managed in the days before electronic navigation

and radar is beyond us.

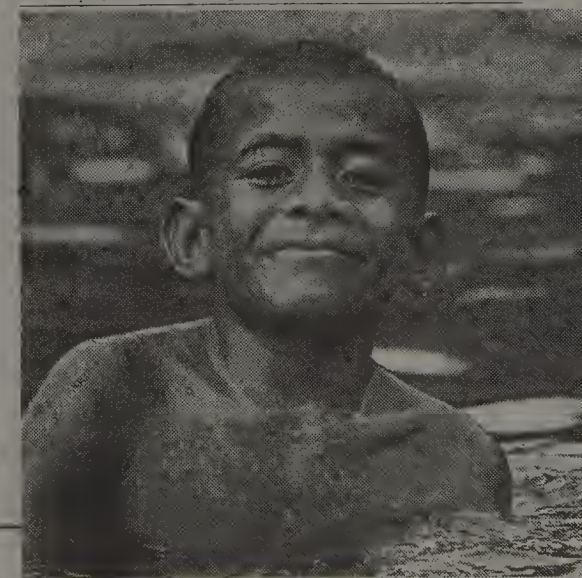
By the way, we still have your report on the wicked trip from Cartagena to Aruba. We'll try to squeeze it into one of the upcoming issues.

Moonshadow — Deerfoot 62 George Backhus Cruising The Mamanuthas In Fiji (Sausalito)

It has been nearly six weeks since *Moonshadow* made landfall here in Fiji. I have been a bit remiss on tapping out any sort of an update, but there has been no shortage of things to do. Between post-rally festivities, yacht maintenance, guest visits, working on my Dive Master's certification, and a bit of fun here and there, life has seemed to maintain that first-world pace — even though we are supposed to be on much slower 'Fiji Time'. I've been based out of the Musket Cove YC on Malolo Lailai Island, which is about eight miles west of the mainland island of Viti Levu. Musket Cove — more on it later — is an excellent home base for cruisers wishing to casually visit some of the lovely islands and anchorages in the Mamanuthas.

The Mamanuthas are a group of 20 small islands lying to the west of Viti Levu island, which is 'mainland' Fiji. Many of the islands are volcanic in nature, giving them dramatic topography, and most have a bit of beautiful white or yellow sand beach. They are protected from the west, south and east by barrier reefs or islands, and generally receive less wind and rain than the other island groups. If you come to this part of Fiji on vacation, odds are that you'll have good weather. The sailing is easy, but the area is pocked with coral reefs and sand shoals, so movement can only be undertaken when the weather is settled and the sun is high — about 10

Fiji is known to cruisers as an island group with lots of clear water, beautiful — but treacherous — reefs, and smiling faces.



CHANGES

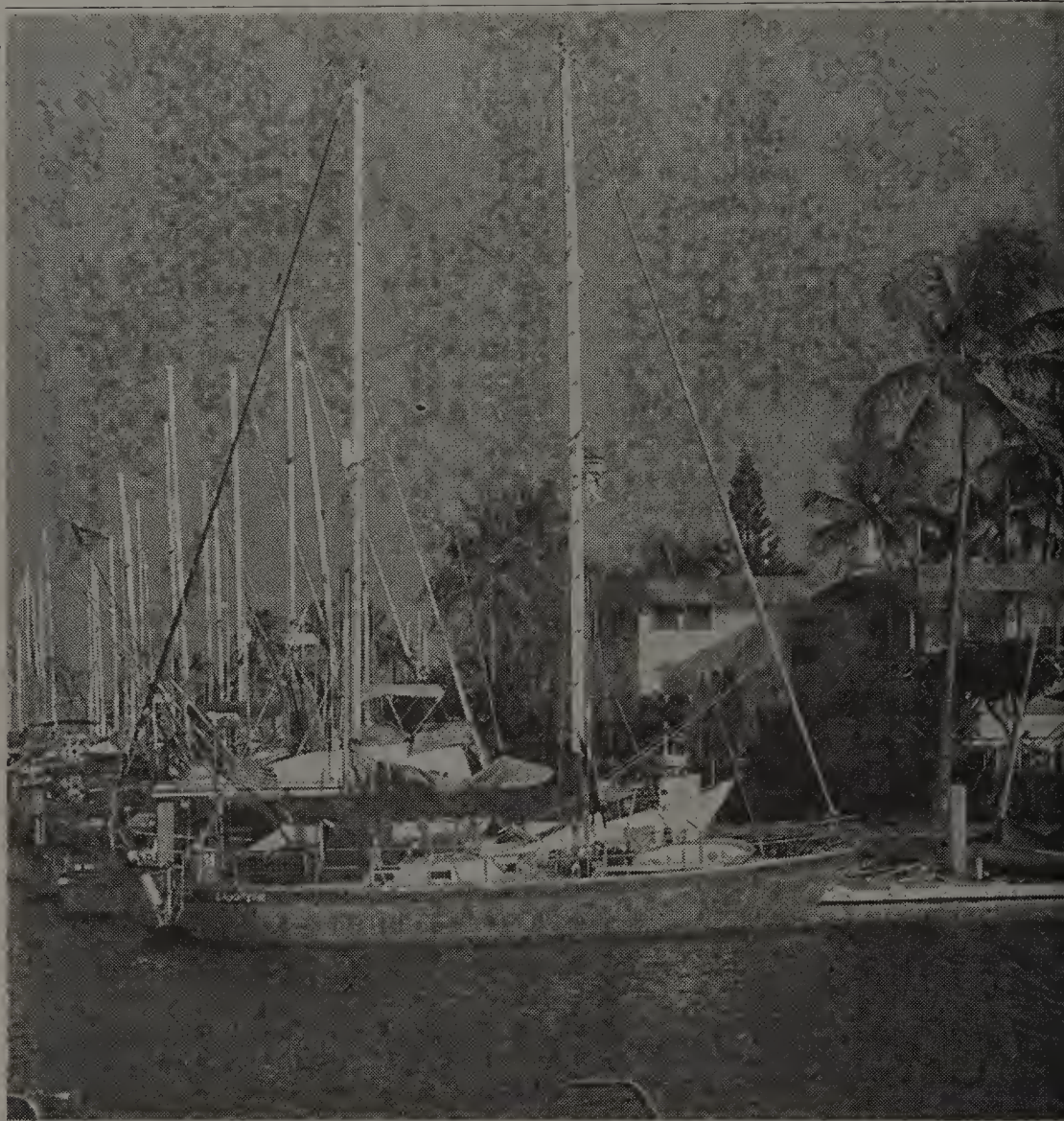
a.m. to 2 p.m. Only a handful of the islands offer good overnight anchorages, but in settled weather it is easy to make day visits to many of the islands as the distances are relatively short.

A few days after our arrival, I was invited to spend a day aboard Peter Churchouse's beautiful 65-foot Alan Warwick-designed *Moonblue II*. We cruised about nine miles north to the island of Eluvuka, and enjoyed a leisurely lunch at the lovely Treasure Island Resort. This place is a nice and quiet little getaway for couples and families who are immune to 'rock fever' and are content to relax in one spot. In addition to the usual island activities, the resort has squeezed in a pool, tennis court, and play area for the kids.

Our first excursion aboard my *Moonshadow* was a day trip to the tiny island of Etui, which is nine miles to the north of Musket Cove and next to Eluvuka. We took about a dozen visiting friends from the Ponsonby Cruising Club with us, so it was more of a party cruise than a sailing adventure. We had lunch, a few beers in the beachfront bar, and did some swimming and sunbathing on the beautiful beach before steaming back to Musket Cove for more festivities.

If you're looking for peace and quiet, you'll want to avoid the island of Etai, because it rocks! It's home to the Beachcomber Resort, which targets young and more active holidaymakers — sort of the Club Med of Fiji. Accommodations range from a dormitory for backpackers, to private *bures* (thatched bungalows) for the less budget-conscious and/or those seeking some privacy. Meals are all buffet style. The resort offers all the typical island activities such as SCUBA diving, personal watercraft, water skiing, parasailing, snorkeling, volleyball, and so forth. Every night there is island entertainment, live music, and dancing on the sand floor of the main lodge that pumps 'til way past midnight. Visitors to Etai don't need much more than a bathing suit and a T-shirt. Forget the hiking boots, as it's less than a two-minute walk from one side of the island to the other, and a circumnavigation wouldn't take more than 10 minutes. Beachcomber is about 10 miles from the mainland — and a million miles from reality.

I took a singlehanded cruise up to Mana Island, which is about nine miles to the northwest of Musket Cove. Mana is a scenic island with a native village, two backpacker's resorts, and an upscale resort. The beach on the north side is stunning, and belongs to the upscale resort. But the only anchorage is in a small lagoon on the south side near the



backpacker's resort and local village. The backpackers' resort reminded me of a minimum-security prison — crowded, noisy, dirty, and their beach was covered in litter. While the lagoon offered good protection for my boat on the hook, one night was enough for me!

A few days later, I sailed over to Port Denarau to do some provisioning at Nadi, Veti Levu. While there, I picked up longtime cruising friends Cindy and Tim from *Total Devotion*, who had come to Fiji for a week's visit. We spent a couple days in Musket Cove catching up, and then visited a couple spots nearby: beautiful and dramatic Galito Island and the Castaway Resort; Port Denarau again where we picked up Gretchen, my lovely ladyfriend from Auckland; Navadra, an island just vacated after being used for the Irish version of *Survivor*; Musket Cove again; Port Denarau again to drop off my friends, and back to home base at Musket Cove.

Musket Cove not only possesses the physical features of a good anchorage — such as good protection from the weather, good holding, room for lots of yachts, and beautiful surroundings — but is also home to the Musket Cove YC and Resort.

Photo Feature. There's 'Laughter' at the Hawaii YC in Honolulu. The red and blue Freya 39 'Laughter' from Morro Bay, to be exact.

The latter goes a long way toward attracting and supporting the cruising fleet. Musket Cove derives its name from the original purchase price — one musket — for this beautiful 6,000 acre island that was originally used as a coconut plantation. It was purchased by yachtie Dick Smith in 1964 for "many muskets". He has developed the island into three resorts, including one timeshare, and added a golf course, marina, airstrip, and a few private homes. The island is self-contained, making its own electricity from a diesel generator, getting water from rain catchment systems and underground springs, and even treating its own waste.

The only prerequisite for membership in the yacht club is that you must have sailed into Musket Cove on a yacht from a foreign port. Lifetime membership is affordable even for cruisers on a budget — just \$1 Fijian, which is about 50 cents US. For that, you get a membership card, which entitles you to the use of all the



LATITUDE/RICHARD

mooring and anchoring fees are too dear for your budget, there is plenty of room to anchor out in the bay for absolutely nothing.

A few steps from the marina at the Boatshed complex is a PADI five-star dive facility, a water-toy rental, as well as all the amenities that make a cruiser's life easier. The shower/toilet facilities are clean and well maintained. There is Internet access, laundry, mail, phone, fax and trash disposal. Fuel, fresh water and LPG are available dockside. There are also some limited marine repair facilities on the island near the airstrip. If you wish to leave your yacht for the summer season, there is even an inner lagoon designated as a 'hurricane hole'. If that isn't enough for you, there is also a very well stocked general store. At the Musket Cove Trader, you can find everything from blue cheese to bilge pumps. Fresh bread, fruits and veggies arrive daily from the mainland. With the exception of off-sale adult beverages, the prices are very reasonable. When you need to load up the 'fun locker', you can hop on the Malolo Cat ferry and hit one of the grog shops in Nadi.

A few steps from the seaward end of the marina dock is a small, palm-studded island with a thatched-roof kiosk-type bar surrounded by lots of picnic tables. The Island Bar has one price — \$3 — for all drinks. So everyone here just calls it the "Three Dollar Bar". In fact, it is pretty famous with yachties all over the world, who might know it as the \$2 or \$2.50 Bar from days past when things were less expensive. This is the most popular spot for sundowners, as it offers a good view of both the beach and the lagoon to the east. Adjacent to the bar are some industrial-sized barbeques that seem to be fired up most every evening. You can bring in your own food and throw it on the barbie and keep your own galley cool.

For a meal out, my favorite spot is Ananda's next to the airstrip. The staff is very friendly, the food is tasty island style, the wine list reasonable, and most evenings there is a string band playing a blend of island and pop music. Wami, a dwarf who barely overstands his massive acoustic guitar, heads up the band and sings in a unique, near falsetto voice. The band play around a large

cocktail table on which sits a *tanoa*, a large wooden kava bowl. It is apparent that this bowl has seen lots of use, as it is well seasoned and even has a little cast supporting one leg. Between songs the boys pass the *bilo*, a half coconut shell containing kava, to any of the guests wishing to partake in the muddy looking — and tasting — local grog. There are always some good harmonies, and a group of people gathered around having a good time Fiji style.

For some real action you can head next door to the Plantation Island Resort for the weekly crab or frog races. The Fijian auctioneer does an excellent job of hyping up the event, and some of the locals do a good job of bidding up prices for the livestock. Owners of the animals that win, place, or show, split most of the takings from the auction — which can go into the hundreds of dollars. If you have any energy left after that, you can stay and dance the night away to some mostly cheesy disco music.

Musket Cove is generally a cashless society. Anything at the resort or yacht club can be charged to your room or yacht, and you can pay your bill once a month by credit card and when you depart. Fiji is still in the 'no tipping zone'.

It's no wonder it is so easy to linger in Fiji. Yeah, maybe we will leave next week.

— George 5/15/02

Relativity — Beneteau First 53 Hall & Wendy Palmer Kemer Marina, Turkey (Palo Alto)

We are just now back in Kemer, Turkey, resting up after the 30 days and 1,500 miles of the 13th Annual Eastern Med Yacht Rally, an event that can only be described as overwhelming. This year's event was a big success despite the fact that there were only 38 official entries —

Wendy and Hall Palmer, all dressed up in costume for one of the Eastern Med Yacht Rally's many social events.



yacht club and resort facilities on the island, your name and yacht name carved on a beam in the yacht club, and hefty discounts on travel to the mainland via the Malolo Cat ferry. And the facilities are excellent, particularly for this part of the world. The yacht club has a bar and big-screen cable TV in case you want to have a beer and catch up on world news or the latest sporting event. Attached to the yacht club is a restaurant/bar/pool complex open to members.

Musket Cove is not a five-star mega resort, just a relaxed place where the not very rich and not at all famous from all over the world come to get away for a casual holiday. During the day it's no shoes, no shirts, and no worries. Come nightfall, a shirt and shorts — or a *sulu* — are standard dress. If you come here, you can pack light and leave your designer gear behind. The Musket Cove Marina has room for at least a dozen yachts to Med moor. The fee is F\$14 a day, F\$85 a week or F\$318 a month. Deep water moorings are just over half that. The current exchange is about \$2 Fijian to, 1\$ US. If the

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as opposed to more than 100 in other years. This year's fleet seemed to be made of sterner stuff and/or there was better weather, as 25 starters ultimately made it to Port Said, Egypt — the largest number ever.

The EMYR bears little resemblance to the Baja Ha-Ha or Caribbean 1500. For one thing, it has at least quasi-government sponsorship. Secondly, it has a social schedule involving numerous notables — including one president of a country and several ambassadors — and a nonstop land tour agenda that has evolved over the past 12 years which has to be experienced to be appreciated both in terms of logistics and political overtones. Sailing was almost incidental to the event, with the itinerary based on the average motoring potential of the fleet. This year, however, we were blessed with excellent weather and enjoyed several days of ideal sailing to break up the motoring.

The well-publicized troubles in the Middle East, slower worldwide economy, and reduced tourism in general had caused us to question the wisdom of participating in the EMYR this year, but the infectious enthusiasm of Hasan Kacmaz — our Marina Manager at Kemer Marina and chief organizer of the Rally — made it all but impossible not to at least start out with the group from Kemer on the first leg of the 'Grand Start' to Girne (or Kyrenia) in the Turkish Republic of Northern Cyprus. So we set sail with 41 other yachts on May 17, and resolved to stay with the program only so long as we felt safe in doing so.

As it turned out, U.S. entries were the largest national constituency, making up almost 25% of the total fleet. This gave Wendy and I some comfort with our decision to press ahead with our plan to do the event. Prospects for crew had also

Iskenderun, Turkey, was the second stop on the rally. The harbor was adequate for the boat, and the locals were friendly.

been doubtful, but longtime friends Clark and Marga Hamm agreed to come along on a leg-by-leg basis. If things started to look bad, it would be understood that they would bail.

The actual start of the EMYR is supposed to be in Istanbul, approximately 500 sea miles from Kemer. There were no takers that far north this year, and the fleet didn't reach critical mass until much closer to Kemer. We missed the first nine scheduled stops, all within Turkey, by electing to let the rally catch up with us in Kemer, where we had wintered the boat. We are glad we didn't start until we did, as the remaining four weeks of the rally, plus the 400 mile sail back to Kemer, were enough to exhaust us completely. I doubt we could have taken two more weeks at such a pace.

In any event, the 'Grand Start' of the EMYR is from Kemer, and is preceded with four nights of partying and preliminary events including a 'mini Olympics' involving a tug-of-war and other events similar to summer camp. This was a competition between sub-fleets which served to build team spirit within these units, and to introduce our Group Leaders, who would be responsible for coordinating four categories of similar-sized yachts in their position reporting and docking procedures along the way. The fleet was escorted throughout the rally by two Turkish Coast Guard warships, which were there to provide assistance as needed during the course of the trip. The crews of these vessels hosted the fleet twice during the Rally, in addition to playing the role of Good Shepherds as we sailed East.

Leg One. The first leg out of Kemer was across 155 miles of open water to Northern Cyprus. All the yachts were expected to complete the passage within 28 hours to keep to the social schedule — which is a critical component of the Rally. In prior years this leg had been a killer for some

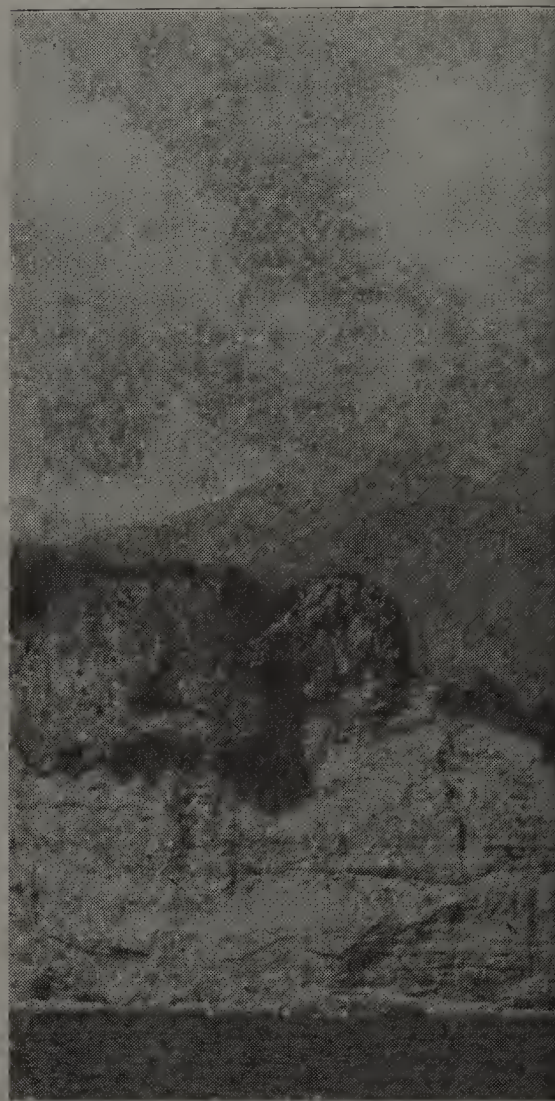
of the smaller boats, but this year we started with a fine reach which had us all well down the course before the wind died away about midnight. About that time, the French entry *Zig Zag* reported a very ill crewmember. He was taken off by the Coast Guard escort and rushed to a hospital where his appendix was removed. *Zig Zag* continued on to Cyprus with her two remaining crew, and completed the Rally without

difficulty.

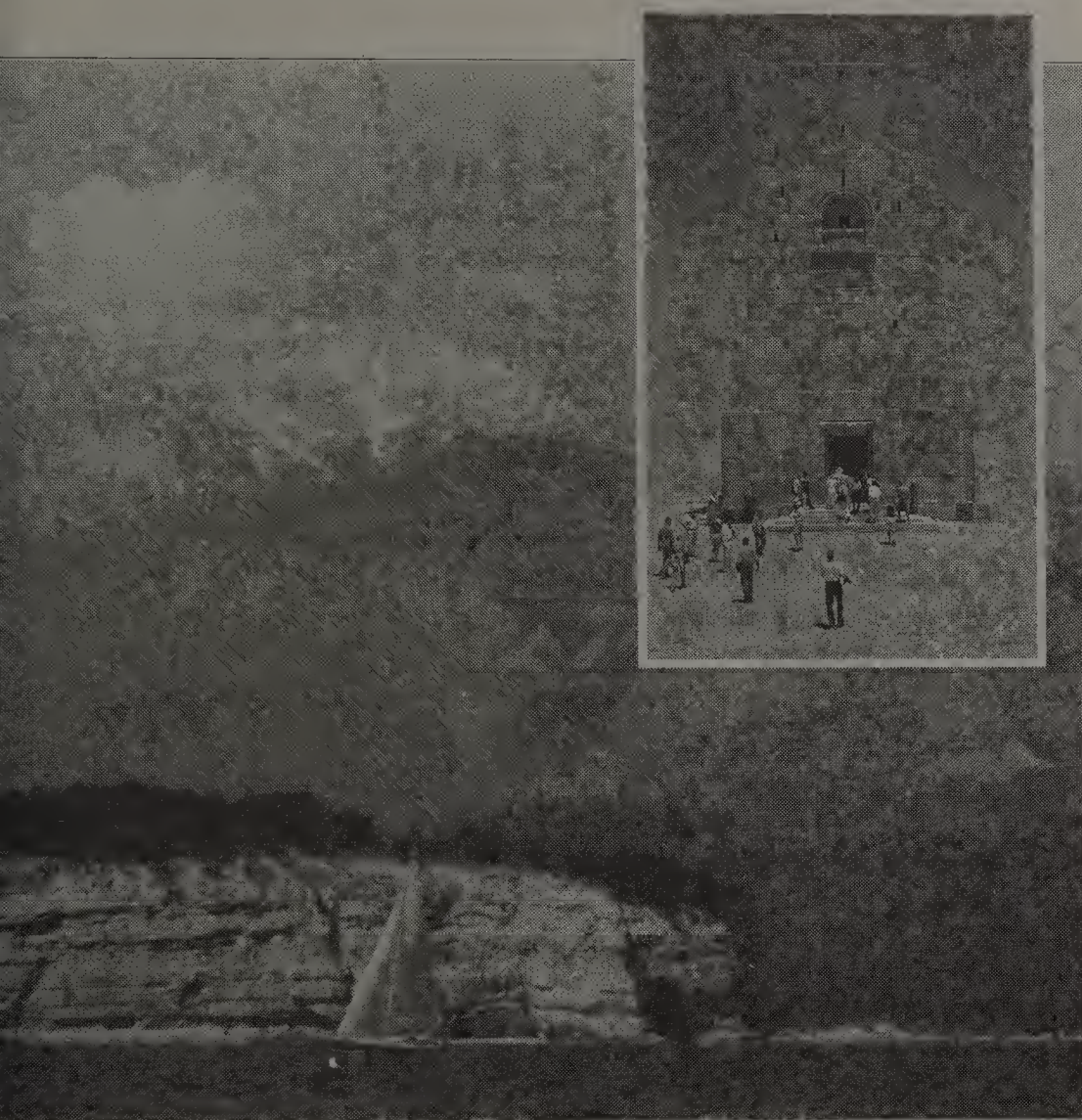
We all motored the rest of the way to Girne within the schedule, and that evening were in our best formal dress for a reception hosted for us by Rauf Denktas, the President of the Turkish Republic of Northern Cyprus, in the old castle which dominates the harbor entrance. This party set the tone for the days to come, with speeches by the President, the Turkish Ambassador — Turkey being the only country in the world which recognizes the Turkish Republic of Northern Cyprus — and awards presentations in which plaques were awarded to virtually everyone with a hand in our reception and hospitality.

The castle is also the site of the Sunken Ship Museum, which houses the remains of the oldest working ship — 2,000 years old — ever salvaged. It is still recognizable as a sailing ship, with some cargo intact. The exhibit has special meaning to us, as Nancy Palmer, my sister, was one of the divers on the salvage project some 30 years ago.

The next two days were taken up with bus tours of local attractions including Nicosia, a divided city with a no man's land between the Greeks and the Turks,



IN LATITUDES



ALL PHOTOS FOR THIS PIECE COURTESY RELATIVITY

Spread; The majority of participants in the Eastern Med Yacht Rally start at Kemer Marina in Turkey, which is just around the corner from these spectacular mountains. Inset; Rally participants enter the 'Tomb of the Three Brothers' at Palmyra, Syria. Most tourist sites were almost vacant.

and Famagusta, the embargoed port in Turkish Cyprus, which is next to the abandoned European Free Trade Zone of empty hotels and businesses. They were vacated overnight 27 years ago, and still stand empty awaiting resolution of the island's tragic confrontation between Greece and Turkey.

Our second night in Cyprus included a dress up Pirate Costume Party with the usual belly dancer at the classic Dome Hotel. The following day's tour was followed by a twilight departure for Mersin, 107 miles away on the Turkish mainland. This was the kind of hectic pace — a night passage followed by arrival at a new port where the social schedule was underway by the time the docklines were secure — went on for a month. Our Beneteau First 53 was one of the fastest boats in the Rally and had a crew of four. Many of the other yachts were significantly slower, and many had only two or three on board. The opportunities to rest were few and far between, and we can only marvel at the stamina of some of our counterparts.

Leg Two. We were the first boat into

Mersin, which is an industrial city with little charm in its own right, and a harbor that was very foul from a sewer outfall. But it is very close to Tarsus, which claims to be the home of the remains of St. Paul's house and many other antiquities of interest, so it was onto the buses again for the next two days with dinners, speeches, and awards on both nights, before leaving on a mercifully short 78-mile passage down the Turkish coast to Iskenderun.

Leg Three. Our crew did not do too well with the night passing pattern, and so we elected to leave slightly early and make an unscheduled stop apart from the fleet at a little fishing port. We enjoyed some dinner and rest at the stop, then sailed the rest of the way to Iskenderun the next morning. Iskenderun, probably more familiar to most as the site of ancient Antioch, was our last port in Turkey. It is still claimed by Syria and shown as Syrian on most Syrian maps. The Turks have held it since 1936 and show no interest in returning it to

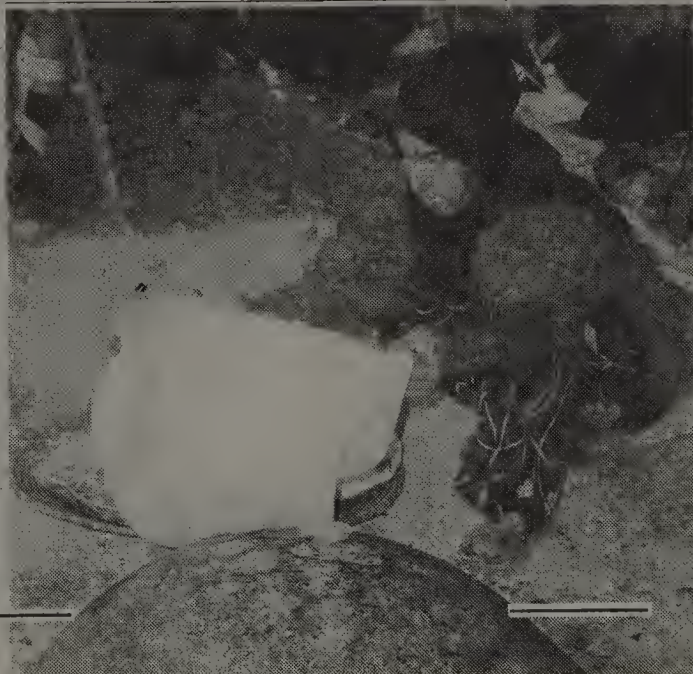
Syria. Iskenderun has excellent Roman and early Christian ruins, rock tombs, and other curiosities which we toured by bus between parties.

Leg Four. On May 26, we departed Iskenderun for Lattakia, Syria, a distance of 78 miles to be sailed at night. Once again *Relativity* broke with the fleet, as we left early and stopped enroute at a small Turkish fishing village near the Syrian border. We had dinner ashore there while tied to the local Coast Guard pier — with an armed guard protecting our boat from the curious. From this point on we would be leaving the safe and informal atmosphere of Turkey and assume a convoy-like discipline of order in passing appropriate to a war zone, where each country patrols its coastline for hostile vessels. Various zones were off limits, so prompt and accurate position reporting became the order of the day.

The marina at Lattakia was secure, and we were made to feel very welcome. However, tension immediately arose over tour prices and arrangements which our Turkish hosts had thought prearranged. This led to strong words and bruised feelings. Syria is very unlike Turkey, as it is vociferously Arab and autocratic, with military and roadblocks everywhere. Other than the disputes over prices, the tour personnel could not have been nicer, and we toured the countryside to Damascus and Palmyra by the ever present buses. Now, however, we were escorted by carloads of four armed men with machine guns, riding ahead of and behind the buses, and changing off as we went through any number of roadblocks.

' For anyone interested in seeing the Arab Middle East without the hassle of

While in Syria, rally members ate a lot of unleavened bread, such as this woman is cooking over a wood fire.



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crowds, now is the time to go. Places such as Palmyra, which would normally be hosting thousands, were all but abandoned. We had them all to ourselves — except for the few hardy tradesmen selling postcards, books, rugs and whatever, who keep lonely vigil hoping for a return of the tourists. This phenomenon was most apparent in Syria, Lebanon and Israel, but even Egypt — which is spending fortunes on advertising — was all but empty of tourists. There was easy access and no waiting for the Pyramids, Sphinx, and Cairo Museum.

Our first major stop in Syria was the ancient city of Damascus, still capital of Syria, where we were served a Bedouin-style dinner on cushioned benches within a traditional Islamic holy religious complex. The event featured a whirling dervish and other very athletic male dancers who met us a block away. They led us to their establishment to the sound of drums, pausing only for a ritual sword dance in a small courtyard. The next day we drove 150 kilometers through the countryside to Palmyra, which was once 'Queen of the Desert' along the ancient caravan route.

Palmyra is truly a wonder. After hours of driving into the desert, you come upon a large classical stone city, where you least would expect it, and absolutely empty of people or vegetation. The hours of busing along a narrow highway in air conditioned comfort makes us wonder at the men who built the place by hand and travelled to it — through some of the most hostile landscape imaginable — on foot. It's now dotted with tanks and bunkers with anti-aircraft sites — all cooking under the hot sun.

[Continued next month.]

— hall & wendy 6/25/02

Escapade — Caliber 40 LRC John and Patti White ICA Rally From N.Z. To Tonga (Los Altos)

Geetings from Tonga! We've just participated in the Island Cruising Association (of New Zealand) Rally to Tonga. The ICA is a New Zealand-based organization of bluewater cruisers that is run by Joan and Brian Hepburn. There were 25 boats in this year's rally, which started on May 4 from Opuia in the Bay of Islands. The finish line was at the Royal Sunset Resort on Atata Island in the Tongatapu Group. Everyone gathered at the Opuia Cruising Club three days before the start for briefings and to get to know one another. We also placed our orders with ICA for duty-free liquor, meat, vegetables, and diesel. The ICA was able to provide us an additional discount on these things — a



nice bonus! We all went through check-out with the New Zealand officials on the 3rd, after which we were able to get our diesel. The other duty-free items were picked up later that day.

After a group photo early on the 4th, we had a 10 a.m. start in ideal conditions — southwest winds to 15 knots. It was a beautiful sight to see so many boats at sail, parading up through the Bay of Islands and out to sea. The majority of the 25 boats were Kiwi, but there were four from the United States — *Hawaiian Song*, *Libby Lane*, *Sunrise*, and us — and one each from Austria, Switzerland, and South Africa. The boats ranged in size from 38 feet to 60 feet, with the average being around 50 feet. What a shock to discover that our 40-footer was one of the smallest boats in the fleet!

During the passage, each boat was expected to join the nightly radio schedule with John Goater of Auckland Cruising Radio. Each boat would report their position, course, and boat speed. We were provided forms to record every boat's position, so we were always aware of what boats were in our area. Many of the boats stopped off enroute at Minerva Reef for a day or two, but we did not. Our arrival into Tonga couldn't have been easier. As we neared the outer reef near Atata Island, we were instructed to call Royal

Some cruisers in Mexico think watermakers aren't worth the trouble. Others, such as Ed on the CSY 44 'Siesta', upper left, love theirs.

Sunset Island Resort on VHF for assistance. Terry and David Hunt, owners of the resort and experienced cruisers, then sent someone out in a longboat to guide us through the reef to the sandy anchorage off the resort. The rally arranged to have the Tongan Customs, Immigration, and Agriculture officials at the resort, so that check-in procedures were a snap. Normally, boats entering Tonga from the south are required to go to the capital, Nuku'alofa, for check-in. After a seven-day passage, having that first step ashore be on a sandy beach at a beautiful island resort sure beats scrambling around the city trying to find officials.

As the remaining boats arrived over the next few days, the Royal Sunset came alive with activities. The resort has individual *fales* (bungalows) for land-based guests, plus a large dining room, bar, dive shop, saltwater swimming pool, beach, and so forth — all the things that we had missed on the passage. There was a Regatta Sport Day, which was a day of organized games — lawn tennis, and pitch-and-putt golf, and our particular favorite, lawn bowling using coconuts — among the rally participants. We had a costume party one night, where everyone was to



COURTESY SIESTA

San Diego in 5.5 days. We know Monroe Wingate sailed *Scarlett* in the Admiral's Cup in the early '80s, then the World Series of ocean racing, but a 43-footer averaging nearly eight knots to weather for 1,000 miles? We suspect something must have gotten lost in the retelling, but would love to hear the facts and learn what strategy was employed.

If you followed the Singlehanded TransPac and Vic-Maui Races, you know it's been mostly light out in the Pacific this year. So light that friends of Peter and Susan Wolcott of the Kapaa, Kauai-based SC 52 **Kiapa** tell us that it took them 21 days to sail from Mexico to Hawaii. Twenty-one days! A slower boat making the same passage took even longer and apparently nearly ran out of water. The Wolcott's have reportedly since departed Hawaii for the South Pacific.

"It's been an eventful winter and spring for us in San Diego," reports Christopher Paton-Gay of the Victoria, B.C.-based 71-ft staysail schooner **Tina Christine**. "In January, my wife Monica and I had a grounding that ultimately cost us \$11,000. We spent February hauled out at Driscoll's Yard. Then my stepdaughter darted across Shelter Island Drive without looking and got thunked by an SUV — resulting in a \$23,000 US hospital bill. We were going to write about cruising budgets, but after these events, we think we'll wait awhile. Our brighter moments saw us racing in the American Schooner Cup and taking **Raven's** ship colors, then doing the Newport to Ensenada Race. We've probably been one of the longest anchored guests ever in San Diego, so we'd like to thank Chip and Bob at the San Diego Harbor Police mooring office. They've been great hosts. We're going to be heading up to San Francisco, Victoria, B.C., Alaska, Victoria again, and points south. As such, we're going to miss the many wonderful people — on and off the water — in San Diego. We've never enjoyed such wonderful hospitality and friendship. We also can't say enough good things about Driscoll Boatworks in San Diego either, as they stayed on quote and schedule, and treated us like royalty during the difficult times after the car accident. We've enjoyed meeting so many southbound and northbound cruisers over the past couple of years, and had fun organizing and running the Baja Ha-Ha 'fuel-a-thons'. By the way, Richard and Marianne Brown of the M/V *Destiny* are going to organize the Third Annual Ha-Ha Fuel-a-thon in San Diego. If anybody wants to know anything about San Diego or cruising Southern California, they can feel free to email us at

COURTESY TINA CHRISTINE



The Victoria-based staysail schooner 'Tina Christine', with all sail set, races to victory in a schooner race in San Diego.

sailingtinachristine@yahoo.com.

"Thanks to Biagio Maddaloni on the Victoria-based Hans Christian 43 **Lil' Gem**, there will be yet another Puddle Jump get-together, this time at the Bora Bora YC," reports Clark Straw of the San Diego-based Mason 54 **Final Straw**. "Our class of Puddle Jumpers has got to be one of the most partying groups to ever make the Coconut Milk Run! As was the case at Cook's Bay, Moorea, we'll have some fantastic musical entertainment at the Bora Bora YC from the likes of Louise from **Lil' Gem**, Greg Morehead from the Ventura-based Cheoy Lee 38 **Gitana**, Lesley Hazeldine from the Gabriola, B.C.-based Beneteau First 37 **North Road**, and Phil Hayward from the Comptech-based Cal 36 **Cherokee Spirit**. In addition, direct from last year's Puddle Jump, we'll be joined by the fiddling expertise of the folks from **Irish Melody**. The event will be held at the Bora Bora YC, which will be sold out for dinner, but afterwards even in the old days, you couldn't get in the Bora Bora YC without kissing the ah... ahem... ah thingie. Does the rule still apply?"



LATITUDE/RICHARD

Cruise Notes:

Too good to be true? A friend of John and Renne Prentice of the San Diego-based Serendipity 43 **Scarlett O'Hara** tells us that the couple did a Baja Bash — starting from Mazatlan, no less — to

CHANGES

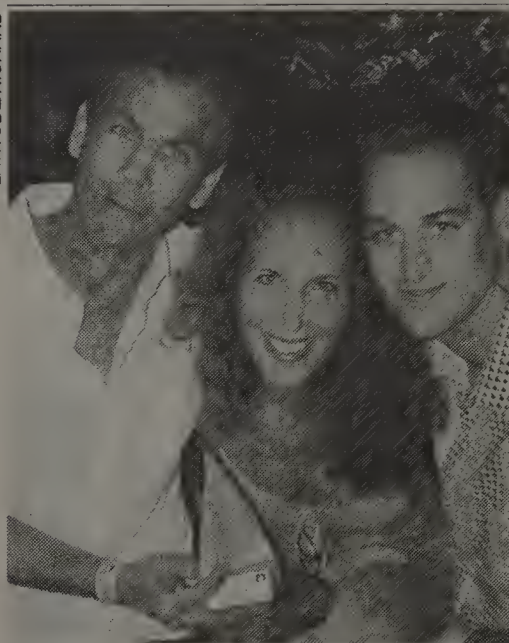
everyone will be welcome for the jam session and dancing on the large deck."

The last time the Wanderer was at the **Bora Bora YC** — which was actually a restaurant — nobody was allowed inside until they kissed the tip of the . . . well, erection that came out of one of the posts that supported the roof. Is that tradition still alive or was it blown away — pardon the pun — along with the original club by a tropical cyclone several years ago?

"We just returned from a six-week cruise in the Exumas in the Bahamas and had a blast — even though it is very different than Mexico," report Michael Beattie and Layne Goldman of the Gemini 31 catamaran **Miki G** — which originally sailed out of Santa Cruz but is now out of Key West. Question: Who settled the Exumas? Answer: Americans who remained loyal to the Crown after the Revolutionary War.

Steve Nash, the airline pilot and owner of the Marina Paradise-based Hans Christian 38 **Mendota**, had never really raced before taking second place in Division 9 of the Banderas Bay Regatta. He was chuffed at the result, of course, in part

LATITUDE/RICHARD



Steve Nash, left, with his trophy and one of his sets of crew from 'Mendota' in this year's Banderas Bay Regatta.

because he sailed with a novice crew each day. When we ran into Nash a few months later at the Catalina Blues Festival, he wondered if there was any chance we could run the photo we took of him and

one of his crews after the regatta — "to help my credibility". Well, heck yeah we can run the photo. Check it out.

Stockton's Bill Chapman and his crew of three aboard the Swan 47 **Bones VIII** had a good sail from California to Tahiti, reports Angela Konig, Chapman's ladyfriend. Konig will be joining Chapman in Tahiti for the rest of the Coconut Milk Run across the Pacific and down to New Zealand. Bill and his late wife Diana had done a seven-year circumnavigation aboard the same boat.

"There is a good marina here at Bocas del Toro, Panama, and the slip fees are very reasonable," report Curt and Leigh Ingram of the Newport Beach-based Cheoy Lee Pedrick 36 **First Star**. In addition, there's a good surf spot about a mile away. The town of Bocas del Toro has friendly people, and provisioning is not too difficult. But it is hot and humid, with moderate mosquito-no-see-ums."

"After doing the Ha-Ha in 2000 with my Hunter 340 **Wanderlust**, and then doing a single-handed Baja Bash," reports Mike Harker of Marina del Rey, "I'm now



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headed across the Atlantic on my new Hunter 466.

"I single-handed out of Jacksonville, Florida, stopped at Mayport for a Coast Guard inspection, and arrived in Bermuda exactly six days later. I spent the next two days sleep-

ing and sightseeing, and in the process discovered how wonderful the Bermudans are. The town of St. Georges was an excellent addition to my list of ports of call. At the moment, I am about halfway to the Azores, where I will be working with the head writer for a major German magazine on a six-page feature story. While there, I will also welcome two guests aboard — Juergen, who is a German media and marketing specialist, and his



Harker's new boat will be based at the Club Arabi at Ibiza in Spain's Balearic Islands. He'll be there to document the hedonism.

Spanish father-in-law, who owns the land in Ibiza on which the four resorts Juergen manages are on. Club Punta Arabi, one of these resorts, is where I will be based for the summer and fall while producing a 15-episode TV series around the west-

ern Med."

For those not familiar with **Ibiza**, the third smallest of the four Balearic Islands of Spain, it remains perhaps the most hedonistic place on earth. We're talking sex, drugs, and music unlike perhaps anywhere else. It's so party oriented that the hot discos don't get going until 4 a.m., and the most famous of them all doesn't open until after the sun has come up. So bring those shades.



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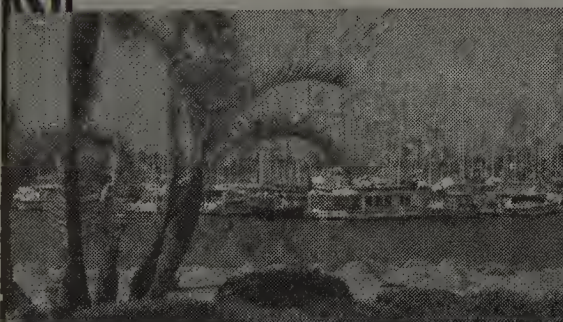
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CHANGES

The first six months to a year of cruising is often very tough on cruising couples. The difficulty often manifests itself in women revolting against having to do traditionally **pink jobs** — such as washing dishes (without a machine), doing laundry (without an onboard machine), and cleaning the toilet (without weekly household help). We were recently told the story of a woman who finally had enough of pink jobs and revolted. She insisted that she and her husband not divide jobs into pink and blue, but take turns at whatever came up. Alas, the first blue job was a plugged toilet. The woman had an epiphany. From then on, she was content to do the pink jobs. If you're out cruising, we're curious, do you have pink and blue jobs on your boat, or do both the male and female do all jobs? While we're at it, do you get along better or worse since you began cruising? Inquiring minds want to know.

Cheri Sogsti, who did the Ha-Ha aboard the Swan 53 **Mistress**, but who has since hooked up with Greg Retkowski of the San Francisco-based Morgan Out-Island 41 **Scirocco**, loves to see her photo

LATITUDE/RICHARD



Cheri enjoys having her photo published because it makes her feel good. If you have a problem with that, watch out for the rigging knife.

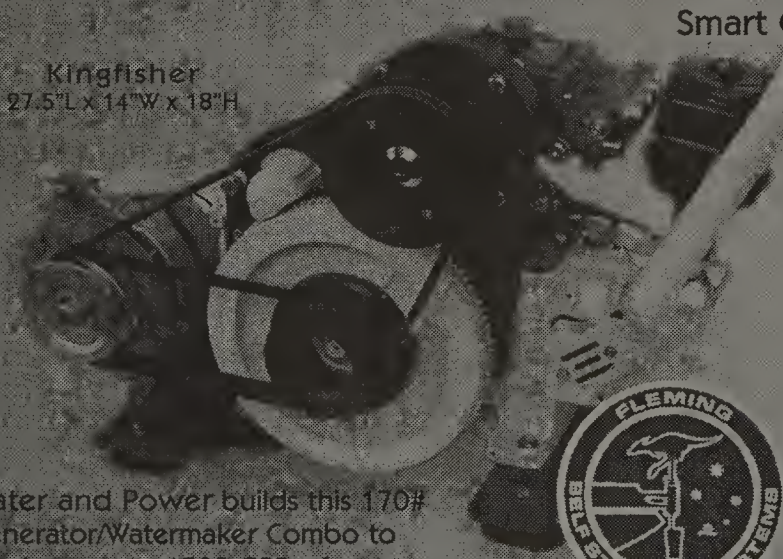
in print. "It helps me with my self-esteem," she explains. So when she came sailing with us, we took some photos. Perhaps you like this Jane Russell-style pose. Greg and Cheri will return to **Scirocco**, cur-

rently being stored in Costa Rica, in October, and then make their way toward the Eastern Caribbean. Sounds like steel drums. Smells like a spliff. Tastes like rum. Ah, the Eastern Caribbean!

"While going through some photographs, I came across one taken on my birthday last July," writes Donna Maloney, who is spending another summer aboard **Nintai** in the Sea of Cortez with Howard Biolos. "I'm the one wearing the pink hat and the very stylish blue and white pajama top. Hey, it didn't matter if it made people laugh as long as it kept me from getting sunburned. The photo was taken in July of last year at Puerto Escondido, which is near Loreto. For those of you who haven't been there, it's like a sunken volcano and offers great protection from the wind and swell. Two summers ago there were hardly any boats there, but last summer there were a bunch. There are many coves within Puerto Escondido, and some bored cruisers named one of them 'Cocktail Cove'. To improve on nature, they then put a concrete block on the bottom, to which

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NINTAI

they attached a line to a floating 'table' made from a 2 by 3-foot piece of styrofoam. They used other concrete blocks for 'seats' at the table and to tie up dinghies. The weather in the Sea was *very* hot in July, so almost every afternoon at 6 p.m. some of the cruisers would meet in the cove for drinks and snacks. When we sat on the concrete blocks eating and drinking, our bodies were submerged up to our necks. The snacks were placed on the floating table, which was pushed around so everybody could get some without having to get out of the refreshing water. On the day the photo was taken, Howard had secretly gone to Loreto to buy a birthday cake. Boy, was I surprised when someone drove up to Cocktail Cove in a dinghy, took out the large cake, and everybody started singing Happy Birthday! How often does a gal get a surprise pink and white birthday cake, while enjoying a drink, sitting up to her boobs in very warm water with colored fish swimming between her legs, while friends sing Happy Birthday?" (For a more colorful view of the photo, visit the July 2 edition



It's cocktail hour at Cocktail Cove at Puerto Escondido, Baja. Everybody has to sit in water up to their necks to stay cool.

of 'Lectronic Latitude'.)

The World Cruising Club's November 24th **Atlantic Rally for Cruisers (ARC)** from the Canary Islands to St. Lucia in the Eastern Caribbean — a distance of

2,700 miles — filled to its 225-boat capacity in record time this year. This will be the 17th year. Among the entries are 24 Swans, 15 Oysters, and 15 Hallberg-Rassys, so it's not a downmarket affair. There will also be 10 Catana catamarans, three of them Catana 581s.

We understand that one of the Catana 581 entries was to be that of Northern Californians Mark and David Bernhard,

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CHANGES

who recently returned from sea trials on the boat in France. It turns out she's the second Catana 581 cat delivered in recent months with a Northern California connection. Tom Wilson reports that his daughter, Heather Wilson Lockert, and her husband Thorsten, ordered a Catana 581 at Sail Expo in Oakland last year, and earlier this summer took delivery of **Blue Moon** in France. They haven't gotten much use of her yet, as Thorsten hurt his back during commissioning, and Heather — quite pregnant — got stuck in the bilge after the baby shifted in her womb! Not being as spry as normal, they had a delivery crew sail the boat to the East Coast. After cruising around the Chesapeake for the summer, they hope to sail south for the winter. The boat's official homeport will be New Orleans. You can follow the couple's adventures at www.sigmasoft.com.

Given the tremendous demand for rally participation, the World Cruising folks — who manage the ARC — have decided to

COURTESY BLUE MOON



Heather's baby shifted in her womb while she was in the bilge cleaning up some water. She was almost unable to get out of the bilge.

revive the **Atlantic Brazil Caribbean Rally (ABC)**, which has two legs. The first leg is a 900-miler starting on November 17 from Lanzarote in the Canary Islands, to São Vicente in the Cape Verdes. The

second leg is 1,950 miles to Salvador de Bahia, Brazil, in time for Christmas. After a seminar on cruising the coast of Brazil, participants will be free to make the downwind and downcurrent sail to the Caribbean. We don't have the exact prices, but the ARC and ABC usually run about \$1,200 per boat. But they put on a good show, or they wouldn't be so successful.

"Anyone cruising to Central America and having Heinemann electric circuit breakers — as sold at West Marine under the Ancor brand and common on better instrument panels — should bring some spares along as they are not available down here at any price,"

report Sven and Sherry Querner of the Sausalito-based, Brewer-designed, 50-ft steel **Reliance**. "Looking for a great hardware store in Guatemala? Try Ferretaria Allemand in Puerto Queztel/San Jose. It's been owned by a German for 10 years and is absolutely the best in Mexico and Cen-

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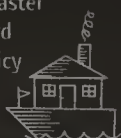
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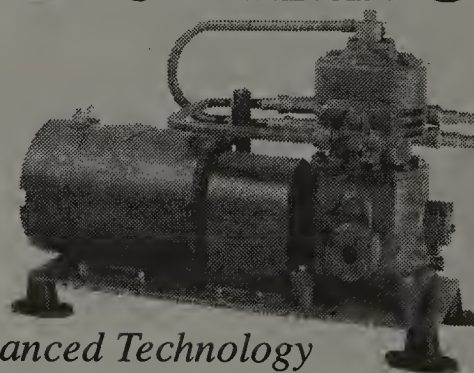


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tral America."

Les Sutton, who has been cruising Mexico for the last three years with his wife Diane Grant aboard the Emeryville-based Albin Nimbus 42 **Gemini**, stopped by our office to pick up a couple of magazines — and was nice enough to chat about Mexico for awhile. Some random things he had to report:

— They stayed down in Z-town until late April, and found it to be as good as it was in the January and February-high season. In late June, there was just one boat left — John and his wife on the San Diego based DownEast 32 **Hanu Kai**. The couple were on their way to Acapulco and points south.

— Getting acclimatized to the temperatures in Mexico can be tough. "We're now up in La Paz — and freezing to death! Sure it's 104° during the day, which is great for getting a lot of boat work done. But when it drops down to 72° at night, we freeze. I know this sounds crazy, but it's true."

— Fee avoidance has become a sort of game in Mexico. "We cruisers call it the

COURTESY BLUE MOON

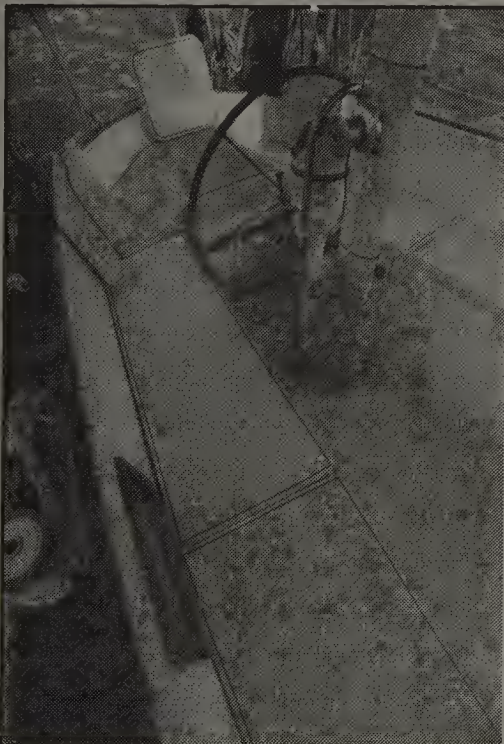


Thorsten and Heather's Catana 581 'Blue Moon' in the South of France. She was later sailed across the Atlantic for them.

'PCAP' — or Port Captain Avoidance Plan. We put it into effect when nearing a place such as San Blas, where the Port Captain still makes cruisers use a ship's agent to clear in and out. We just don't go there.

In the Sea of Cortez at Isla Carmen, there's 'DADT' — or Don't Ask, Don't Tell. Although Carmen is privately owned by the Salinas family, the Mexican park service tries to extract \$2/day/person from cruisers that visit. But the park service never sends any boats over to collect, so it's DADT."

— Mexican/American relations. "As Americans in Mexico, we cruisers are al-



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CHANGES

ways trying to change things. But life goes on down there the Mexican way, and the people are wonderful. We have many dear Mexican friends. For example, when we returned to La Paz after a long absence, we visited La Fonda, our favorite restaurant. The owners — one of them a woman who used to be a judge — hugged us and had tears in their eyes, and they refused to let us pay for our meal. La Fonda, by the way, is rated #1 in La Paz by *Let's Go Travel Guide* for its fantastic *comida corridas* — meals of the day.

— The cost of cruising in Mexico. "What we spend depends on where we are. If we're up in Bahia de Los Angeles, we might spend as little as \$300 a month because we only need food and fuel. Other places, we might spend \$1,500 a month or more. All in all, it's certainly possible to live less expensively in Mexico than in the United States — if that's what you

COURTESY GEMINI



Les Sutton and Diane Grant of 'Gemini' enjoy the view of the Sea of Cortez from overlooking the anchorage at Aqua Verde.

want to do.

— Cruising isn't all cocktails and sunsets. "It's more work than most first-timers assume, so some folks give up quickly. A few of them just aren't suited for cruising, but some don't give it enough time. I'd say it takes six months for cruising to

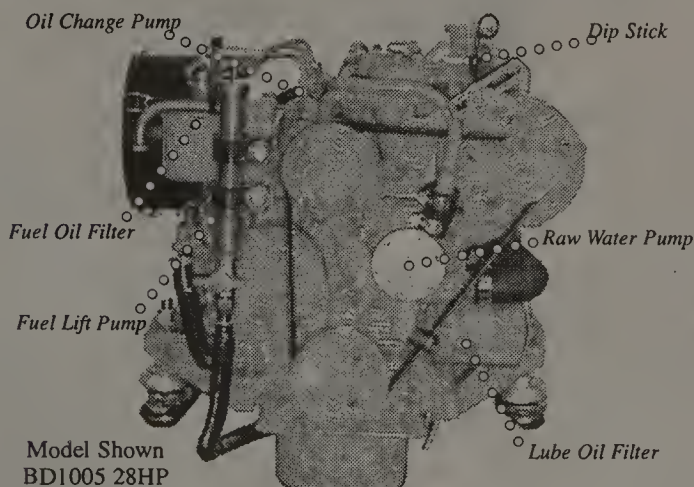
grow on a lot of people."

— Les tried to explain the extremely complicated marina situation in Mazatlan — where Marina Mazatlan has now reopened — and Isla Marina and Marina El Cid are still operating. It would take pages to explain what Les understands, and he may not have the complete picture. He did report that during the season, they paid \$420 — \$10/foot — at Marina El Cid, which is upscale but has surge, and \$310 at Isla Marina, which

is not a resort by any stretch of the imagination.

We have a special favor to ask all of you. We love receiving your *Changes*, but please, please, always include the boat name, boat type, skipper and mate's full name, and the boat's hailing port. By doing so, you help make *Latitude* a much more informative publication. Thank you.

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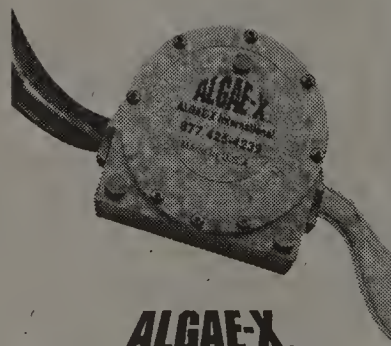


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1998 LASER. Hand dolly, cockpit locker, spar, sail, blades. Stored since June 2000. Sailed under 25x. In great shape. \$3,500. Contact via email: phil@circumnave.net.

11'6" ZODIAC MARK I. Aluminum floorboards with bench seat. Excellent condition. \$1100/obo. Call Rich (650) 363-1390.

2001 AVON SEASPORT 320DL RIB. 10'6" LOA. 25 hp 4-stroke O/B, center console, lifting bridle, etc. I paid \$12k, yours for \$8,500. Call Ben (415) 668-4880.

SNIFE, 1978. Built by Phoenix, sail #23558. Two sets of North sails, one practically new. Proctor mast, pole launcher, galvanized trailer with custom bunkers, black hull with red striped deck. Great boat. At Richmond YC. Asking \$800. Call David Demarest: (415) 453-2899 or email: demarest7@attbi.com.

ZODIAC ZOOM 310. 10'2". Hard floor dinghy with 4-stroke 4 hp Mercury engine, only 12 hours on engine, \$1300 for both. RayNav 300 GPS (WAAS), \$375. Raytheon ST60 Multi, \$300. Raytheon ST50 repeater, \$100. Weems and Plath barometer and clock set, \$150 for both. Other misc items. Call (510) 334-0614.

2000 ZODIAC 15.5 RIB. Center console. Mercury 40 hp 4-stroke, 240 hours. Great coach boat, dive, race committee, fishing or tender. Galvanized trailer. \$11,250/obo. Call (925) 360-7116.

WING DINGHY 16, 1992. Jim Antrim design, 1 of only 13. Carbon fiber/fiberglass. Built to plane, very fast, ready for competition. Very light, includes trailer and hitch. Originally \$16,000, now only \$2,900/cash. Call (510) 846-9060 or (510) 465-2119 or email: yout1234@yahoo.com.

17-FT SWAMPSCOTT DORY. Sail/row, tanbark sprit rig with 2 pair oars. Lapstrake plywood over oak, trailer, sweet boat, \$2,500/obo. Also, 19-ft Graham rowing shell, stable, well used but functional, \$500. 13-ft TAD kayak with paddle, \$250. Santa Cruz. Peter (831) 688-8096.

DeWITT DINGHY. Competition model, 2 sails, Seitec dolly. Excellent condition. \$2,000. Call (408) 718-4604 or email: cnoe@aehr.com.

AVON 9.3 ROLL-UP. Hard floor with inflatable keel. Includes bag, pump, seat, and oars. Plus 2-stroke, 8 hp Tohatsu outboard with tank and fuel line. Both in excellent condition. Asking \$1,700 for the pair. Contact: mhillman@mindspring.com or (415) 461-5000.

FJ FIXER-UPPER, 1972. This Flying Junior is complete as far as I can tell but needs lots of TLC. Main/jib included but not much good. Proctor mast and boom actually in pretty good shape. Generic trailer included. \$200/obo. Please call John (415) 383-8200 ext 110.

WINSLOW 60 SLOR. 6-person liferaft. Superlight ORC Cat 1,2,3,4 approved. New, still in original shipping box. Upgrades include double floor, rear arch, valise handles on sides. Cost \$4,664, will sell for \$3,700. Dennis (775) 721-1941.

ATLANTIC 22 RIGID INFLATABLE, 1989. 130 hp Honda four-stroke outboard, 1388 hours, fast and reliable runner. 4-wheel road trailer, instruments, full canvas cover. Tough, seaworthy boat. \$18,000. St. Francis Yacht Club (415) 820-3710.

CERTIFIED, INSPECTED LIFERAFT. Canister, \$1,500. Also, two pairs of spin-naker blocks, \$100/pair. (415) 388-4894.

15.5-FT PFIFFER PERFORMANCE sailboat. Excellent condition with a good trailer, new wheel bearings. Sloop rig similar to 505 or like a Banshee with a jib. Not board-type boat. Has kick-up rudder, hiking strap, etc. \$1,200/firm. (510) 261-7021.

15-FT MERRY WHERRY ROWBOAT. Sliding seat, spruce oars, finished bright on inside, white epoxy outside. \$1,500/obo. Call (510) 814-7285.

16-FT BANSHEE. New Pineapple sail. Galvanized trailer. \$975. (408) 270-8108.

24 FEET & UNDER

J/24, 1980 with transferable SF Marina berth. Fresh bottom paint. Cushions reupholstered 2001. Dry-sailed by prior owner, barrier coat applied prior to water berth. Moved. \$6,500. Call (415) 393-8001 or email: adam@slote.com.

SCHOCK 23, 1989. Wing keel, pop-top cabin, 8 hp Honda. Zieman tandem trailer with tongue extender. Pullout galley, ice chest and fold-down table. Porta-Potti, solar battery charger, AM/FM cassette stereo, shore power, stanchions and lifelines. Freshwater boat. \$9,500. Call (559) 642-6812.

CATALINA 22, 1974. Two mainsails, genoa jib and jib sail. With trailer, no motor. Swing keel. VHF radio. Other extras. \$500/obo. Call (510) 222-9441 or email: jujobaron@earthlink.net.



WILDERNESS 21, 1978. Full keel, North main, working jib, 140% jib. Trailer, lifting gear, 5 hp Honda 4-stroke, compass, knotmeter. No head, no electrics. Berthed at Port of Redwood City. \$2,500/obo. Please call (650) 851-2376 or email: hmoore@sbcglobal.net.

CAL 20. 2 sets of sails, 6 hp longshaft, all lines led aft for easy singlehanding, barney post. \$1,100. San Rafael. Call Paul (415) 847-2680.

SANTANA 22. Hull #347. Redone interior with brand new cushions. 3 hp O/B. Good sails. Solid boat. Alameda berth. We bought a bigger one. \$1,650. Henry (415) 203-0019 or Ron (415) 921-6588.



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KIWI 21 MINI-TONNER, 1979. Holland design, fractional rig IOR boat without usual unsightly IOR bumps. 12 mostly North sails, 4 hp Nissan, PHRF 210. In water, new bottom 6/02. \$4,000. Email for pics: jmmaski@pacbell.net or call (510) 523-8605.

RANGER 22. Double reef main, 3 jibs and tri-radial spinnaker, excellent. Clean trailer, 5 hp Nissan, new shrouds, sheets, lifelines, compass and gel battery. 12v lights, new bottom paint 5/02. Potti, USCG gear, mooring setup. Fast, sail ready. \$5,000. Call (831) 429-8001.

HUNTER 22, 1982. Great boat, great condition. 3 headsails and mainsail. Newish 9.9 Johnson outboard. Brand new fore and main halyards. Fresh bottom paint, etc. Porta-Potti and misc. gear. Trailerable. Monterey on mooring. \$3,800/obo. To be donated. Call (831) 757-8844 or (831) 594-6013.

YANKEE DOLPHIN 24. In pristine condition. All teak interior sleeps 4. Head. Teak hatch covers and cockpit. Full cover. New genoa. Main and working jib in good shape. 8 hp Evinrude O/B. Inflatable dinghy. \$5,100. Call (415) 459-7417.

ISLANDER 24. Not a Bahama. 7.5 hp O/B, epoxy bottom, stove, sink, spacious cockpit. Main, jib, spinnaker. Seat cushions, beautiful lines, 2 anchors. \$2,400. Call (925) 933-6031.

SANTANA 22, 1971. Rigging modifications by Steve Seals. 5 hp Honda. 2 jibs, anchor, compass, Porta-Potti. \$2,400/obo. Call Larry (408) 450-9061 (leave msg).

CAPE DORY 22, 1982. Full keel and classic lines with bow - stern pulpits and lifelines. Bruce anchor mounted on bow. Very clean inside and out. Near new Harken furling and set of North sails. Force 10 heater, GPS, VHF, depth, speed, lazyjacks and a dependable 5 hp Nissan outboard. Boat in excellent condition. See at Alameda Marina, Berth #172. \$12,750. Call (925) 933-2448.

MOORE 24, 1981. In good condition. Last survey 1999. \$10,750. (925) 684-0846.

SPEED SAILING ET #11557. Two sets of sails and in good condition. Moving so must sell. Asking \$700. Call Karl Paulsen (408) 506-6554 or (408) 973-9651 or email: kpaulsen@broadcom.com.

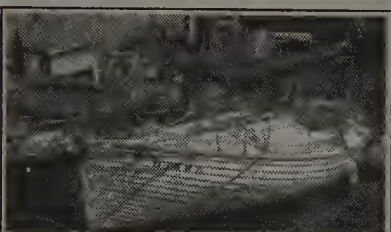
S2, 1978. SANTANA 525, 1978. For sale through Club Nautique. \$5,500/each. All boats have full complement of USCG-required equipment, sails, VHF, outboard and more. Call Rick (510) 865-4700.

HUNTER 23, 1990. Upscale manufacturer. Excellent. Teak interior, as-new maroon upholstery, alcohol stove/sink, excellent sails with low use. Hull is perfect. On galvanized trailer. Excellent 7 hp Johnson outboard. \$7,950. (925) 998-5577.

SANTANA 22, 1971. Very good condition. 8 hp Honda 4-stroke with alternator. New main, 2 jibs, extra main, whisker pole. All lines aft. Marine battery, running lights, compass/light, interior lights, Porta-Potti, cockpit cushions, life jackets. \$2,900/obo. Call (510) 551-4940.

CATALINA 22, 1976. Good condition. Swing keel, pop-top, forward hatch, good sails, halyards led aft, jib downhaul. Suzuki 6 hp, no trailer. Coyote Point, Burlingame. \$1,600/obo. For pictures/details e-mail: alberto_rivera1@yahoo.com or call Frank (510) 742-9324.

WILDERNESS 21. Fixed keel, trailer, outboard, ready to sail, \$4,500. Catalina 22, swing keel, trailer, outboard, needs some TLC, \$2,000. Chrysler 22, swing keel, trailer, outboard, ready to sail, \$4,750. All boats in Lassen County. (530) 253-3889.



CATBOAT. Jbar. 20' x 10' x 3.5'. Retractable 7-ft bowsprit, sloop rig with new sails. Strong fiberglass hull with lead fin keel. 6.5 hp diesel. 46-inch wide quarter berths under large self-bailing cockpit. Many watertight compartments. Reduced to \$7,000. Call (831) 594-6148 or email: bobmagi@att.net.

BAHAMA ISLANDER 24. Good running 7.5 hp out one-burner. Head, sink, new cockpit cushions. **SOLD** Reduced to: 47-8022.

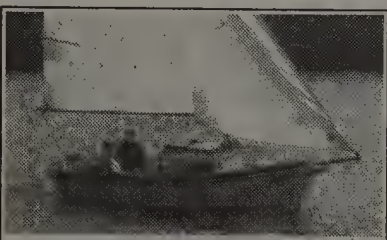
RANGER 23, 1977. New North 100, two mains, Ballenger mast, cushions, spinnaker and gear, pulpits, 6 hp Johnson longshaft, lots of extras. Great condition. Berkeley. \$3,800/obo. Call (209) 602-0384 or email: magnolia1621@bigvalley.net.

CATALINA 22, 1987. Swing keel, trailer, Honda 5 hp, pop-top with cover. Harken furler, you install. 3 sails, bottom paint, lifelines, great interior, stove, radio, depth, compass, BBQ, cockpit cushions and more. Very little use. \$6,500. Call (650) 493-4296.

CAL 20. Needs cleanup and minor damage repaired. Includes trailer. \$500/obo. Call Tom or Kirby (707) 252-8011.

WILDERNESS 21, 1978. Was warehoused for years. Trailer. Hull #7-11 with 7 sails, some Mylars, poppy gold. Surveyed 3/99. Potti, 4 berths, fresh bottom paint, recent interior paint and rigging, teak interior, new motor, Dutchman boom brake. Freshwater boat. \$5,900. Less motor, \$4,900. Call (707) 459-5015.

PEARSON ELECTRA 22.5, 1961. Classic Alberg design full keel cruiser on single-axle trailer. Main, 100, 135, 150. Very good condition. Drifter, ground tackle, fresh woodwork, extras. Needs TLC. Location Tahoe. \$1,950/obo. Please call (530) 581-0927.



SKIPJACK/FRIENDSHIP SLOOP. 20-FT LOA. Designed, built 1987 by Wm Allen. Epoxy on marine ply, gaff and Marconi rigs with sails. Centerboard, O/B motor, dinghy, sink, water tank, trailer. Sleeps 2, varnished interior, awnings, covers. Garage-stored and well maintained. Dana Point, CA. \$10,000. Call (949) 496-1173.

25 TO 28 FEET

CATALINA 27, 1978. Six sails, head, sleeps four. Atomic 4 inboard. Remodeled galley. Very good condition. Alameda berth. Must sell ASAP. Reduced to \$9,350. Please call (510) 278-8701 (eves).

MacGREGOR 26X, 1995. 50 hp Evinrude 4-stroke, new 1999. Roller furling genoa, heavy rigging for Bay. VHF, depthfinder, boom vang, alcohol stove, swim ladder, bimini, sail cover. Mast raising system, trailer. \$15,000. Call (415) 924-9352.

ALBIN VEGA 27, 1970. Newer trailer, furling headsail, dodger. Clean, painted inside and out. \$10,000. Libby, MT. Call (408) 293-7424.

ISLANDER 27, 1969. Spinnaker, 100 and 180 jibs, main. Outboard engine. New stays and halyards. At Coyote Point, Slip 1123. \$4,000/obo. Call (650) 245-0052.

CORONADO 25, 1969. Good condition. New rigging, 9 hp outboard. Sleeps 4, sink, ice box, dinner table, plenty of storage. Berthed at McAvoy's Yacht Harbor, \$85/month. \$3,000/obo. Please call Steve (209) 892-1947.

ERICSON 27, 1971. Atomic 4 and exhaust system both professionally rebuilt 2002. Harken furler and traveler, 110 jib and mainsail. New battery, VHF radio, compass, newer gas tank. 5 berths, cockpit cushions. Last drydocked April 2001. \$10,500. Call (925) 906-0468.

DUFOUR 27 SLOOP, 1974. One-owner boat. New rigging 1995, new sails 1999. Knotmeter, depthsounder, anchor, radio, etc. Volvo Penta MD6A freshwater-cooled 2-cylinder diesel inboard. Located SF. \$15,000/obo. Call (415) 753-2034.

ISLANDER 28, 1978. 5 headsails, 2 spinners, newer and older main, new dodger, holding tank, VHF, speedo/depth, GPS, all covers, diesel, pulpits, 6 rope clutches, new lifelines, all lines aft. \$24,000. Call Arnie (415) 239-1844 (hm) or (415) 999-6751 (cell).

O'DAY 272, 1987. Like new. 9.9 hp extra longshaft Honda O/B. Jib furler, wing keel, autopilot, dodger with cockpit cover, VHF. Trailer with 4 wheel, elect/hyd, disc brakes. \$15,000. Call (916) 726-4329.

CATALINA 28, 1990. Zieman trailer, roller furler, spinnaker, solar panel, VHF, stereo/tape player, new curtains, carpet. Tridata, marine head, propane stove. New bottom paint 2000. Freshwater only. \$42,000. Call Charlie (530) 244-5702 or email: wanda 664@pacbell.net.

S2 26, 1982. Fast, clean, cruiser/racer. 3 sets of sails, storm, 100-150%. New Honda 4-cycle 15 hp outboard. Head, microwave, new VHF and stereo. 3-year-old rigging. Digital gauges. Recently remodeled galley. Bottom repainted 2000. This boat is ready to sail to Mexico. \$9,500/obo. Call (773) 251-0903.

NORSEA 27, 1979. Aft cabin. Many upgrades, new sails, Yanmar diesel low hours, GPS, autopilot, Monitor self-steering, liferaft, trailer. \$30,000. Will take you anywhere. See: <www.lanesmith.net/MagicFlute> Please call (408) 823-6936 or email mlanesmith@yahoo.com.

C&C 27, (1983?). Yanmar diesel. Wheel steering. Various electronics. \$14,000/obo. Email: awheeler_01@yahoo.com or call (510) 665-5646.

CHRYSLER 26, 1977. Rare Herreshoff designed fixed keel sloop. 9.9 Evinrude longshaft with electric start. Wheel, alcohol stove, solar charger, 4 sails. Hauled July. Very roomy and bright cabin that sleeps 6. A fully outfitted vessel, ready to sail the Bay. \$9,900. Call (415) 383-3687.

CATALINA 27, 1977. Fully equipped cruiser/racer. Spinnaker, 3 jibs, 2 mains, autopilot, complete set of cushions, tabernacle mast, 8 hp Evinrude O/B. Just sailed from Monterey to Pt. Richmond for Bay Area showings. \$6,900. (831) 624-1414 or email paulnel@carmelabodes.com.

RANGER 26, 1971. 8 hp Honda, good condition. 4 sails, spinnaker, Harken roller furling, Furuno GPS31, Autohelm, 2 anchors, VHF, compass, stereo. Fast race boat, great Bay boat. Located Coyote Point. Asking \$6,000. Call (650) 619-8076.

25-FT WHITING 1/4 TONNER. Magic Bus won the World's . . . It's sleek, swift and fun. In the water, ready to go. New sails 2002. Alameda. \$2,200. (510) 653-0283.



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ISLANDER 28. Volvo diesel, great shape, all lines aft. 4 jibs including Mylar 150. 1/2-oz and 3/4-oz spinnaker. 8 winches, 2 self-tailing. Engine serviced and new bottom in 2000, no blisters. \$14,000/obo. Email: pauldwebb@sbcglobal.net or call (415) 584-0580.

PACIFIC SEACRAFT 25, 1977. Full keel double-ender. Bronze ports and fittings, teak interior. Strong cruiser in excellent condition. New canvas. Rebuilt Yanmar, 25 hours. \$12,500. Call (925) 682-5644.



26-FT BALBOA SLOOP. Great buy for summer sailing. New paint, interior. Sails, new 4-cycle 4 hp Mercury. See at: <http://groups.msn.com/silverdata/26footboatforsale.msnw> \$4,400 or \$3,000 without O/B, you buy your own. (415) 505-0954 or (650) 871-4646 (eves).

ERICSON 27. Well maintained and cared for. Light and heavy air sails. Clubfoot rigging for Delta sailing. Atomic 4 engine with low hours. Folding prop for racing. Sleeps 5. Same owner since 1980. Must see to appreciate. Only \$6,000. (707) 447-9699.

CORONADO 25. Sleeps five, teak galley and interior, standing headroom. 7.5 Evinrude, knotmeter, sound system, full dinette, sink, head, gimbaled compass. New carpeting, curtains, sail covers. Roller furling, bow and stern pulpits, lifelines. Excellent condition. Great first boat. \$3,900. Call (925) 934-2661.

CATALINA 25, 1980. Tall rig, swing keel, pop top with cover. Standard sails, knotmeter, compass. 8 hp outboard, Porta-Potti, galley with sink, alcohol stove. Trailer has new tires and brakes. \$9,500. Vern (831) 475-2031 or (707) 279-9368.

MacGREGOR 26X, 2001. 50 hp Evinrude 4-stroke fuel injected outboard with power tilt, extra fuel tanks. Roller furling jib with mast raising system. Galley has 1-burner stove and sink. GPS and compass with extra large steering wheel. Self contained head. Dual batteries, shore power, battery combiner with power panel. Single-axle trailer, surge brakes, built-in bow ladder. Located in Placerville, will demo to serious buyer as far as the Bay Area. \$24,500. Please call (530) 626-6683 or email: b.nelson@tritool.com.

CORONADO 25. Brand new bottom, 2 jibs, 1 spinnaker. Honda 8 hp outboard, sleeps 4. Clean and ready to sail. Good first boat. \$3,250. Call (415) 509-8296.

CATALINA 25, 1982. Fixed keel. 2001 new Evinrude 9.9, bracket, battery, 3-stage charger, VHF. Bottom 10/01, new running rigging, curtains, life ring. Newer Pineapple main plus 110, 150. Marine head and holding tank. Excellent condition, extras. \$6,700/obo. (650) 259-9467.

MacGREGOR 26X, 2001. Loaded, used only five times. 50 hp Suzuki, four-stroke with instrumentation. On trailer, ready to sail. Seen by appointment. \$24,800/obo. Please call (510) 562-8074 or email: jb@policylink.org or for appointment call Gene Arena (510) 523-9292.

COLUMBIA 28, 1969. Heavy built. Fiberglass clean. New mainsail, generator, VHF, GPS. Atomic 4 replaced with electric Baldor drive 5 hp. Liveaboard equipped, hot bath, running sink, double bed and table area. In Oakland. \$6,400/obo. (510) 846-9060 or (510) 465-2119 or email: yout1234@yahoo.com.

THUNDERBIRD 26 WITH TRAILER. Excellent Bay racer/cruiser/daysailer. Professionally built Philippines 1966. Fiberglass over teak, mahogany. Tons of sails, equipment. 12v electrical. Pop-top cabintop. 5 hp Nissan outboard. Dual-axle trailer. Two lockboxes of tools, materials. Sausalito. <http://www.linguistics.berkeley.edu/~jblowe/tbird.html> \$4,550/obo. Please email: jblowe77@hotmail.com or call (510) 693-5741 (cell).

S2 28, 1982. Harken roller furling, oversized rigging, Yanmar diesel, only 270 hours. New Trinidad paint. Brand new: all running rigging, head, tiller extension, dock lines, fenders, more. Very strong and sought-after boat, extremely well-made. \$12,500/obo. (650) 867-2145.

PARKER-DAWSON 26 KETCH with trailer. Plastic classic with swing keel, 20" to 5'4". Center cockpit, sleeps 4. Inboard Westerbeke 1-cyl gas, wheel steering, 4 sails, water tank, sink, stove, head. Perfect for Bay, Sea of Cortez or Delta. \$9,000. Call (415) 621-4856.

ERICSON 26 SERIES 300, 1988/89. Wheel steering, inboard diesel, roller furling, autopilot, self-tailing primaries. New dodger, full batten main, lazyjacks, upholstery, head. Bottom paint, shaft, dripless gland new 6/02. \$21,000 with two-axle 10,000 gvw trailer, \$19,000 without. Call (916) 483-7352 or email: moylec@jps.net.

MARIEHOLM INTERNATIONAL FOLKBOAT. 5 jibs, 2 mains, 1 spinnaker. 5 hp 4-stroke Tohatsu, solar panels, golf cart batteries. CD player, inverter, dodger, new thruhulls in 2000. Bottom painted in May. \$7,000/obo. Call Andrew (415) 531-2264.

CATALINA 27, 1974. 1998 Johnson 9.9 hp. Bottom 5/01. New running rigging, jib, genoa, stereo, head, dinette, stove. Recent survey. Fun to cruise/race. Must sell. \$6,300/obo. Call (415) 346-9862 or email: paulcat@lmi.net.

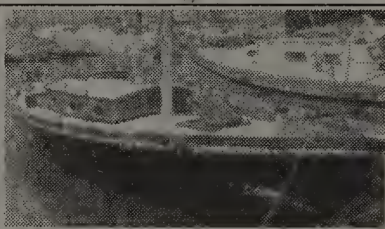
ERICSON 27, 1984. Good shape. Roller furling jib, tabernacle mast. 9.9 hp Yamaha outboard, low hours. VHF, depthfinder, autopilot, head, holding tank. Lovely teak interior, comfy cushions, curtains. Sleeps 6. \$9,000. Call (831) 818-0332.

CAL 2-27, 1976. Sharp and excellent condition. Redone epoxy bottom, Sterling paint, new standing rigging, lifelines, spreaders, wiring, lights, plumbing, thru hulls, fuel tank, etc. A-4. Located Portland. \$14,500. Call (503) 816-6219 or email: rburnham@rmls.com.

CATALINA 27, 1974. Well equipped Bay sailer. Dinette layout, head, sink and alcohol stove, radio, tabernacle mast, storm jib, 110% genoa, and mainsail, sleeps 6. Very good condition, but needs outboard. Desirable South Beach Harbor berth. \$7,000. Call (415) 826-0761 (eves).

MERIT 25. New UK Main, 155, vg 140, blade and storm, very good, .75 and .65 spinnakers, new Ballenger mast and rigging. Vectran halyards and spin sheets, boomkicker, new Harken 2-speed primaries. Professionally rigged, dry sailed. Trailer, new Nissan 3.5. \$9,000. Call (415) 290-8080.

2000 J/80 #268 with Triad trailer, outboard, Tacktick Racemaster, 2000 sails, PHRF jib and 3DL genoa and track extensions for cross sheeting. Keel/rudder/bottom painted with Interlux and cleaned once/month. Clean, great looking boat, lightly used and ready to win. \$38,000. Call Brendan Kelly (415) 713-4546 or email: bkelly@nbbj.com.



25-FT ERIC JR. Black fiberglass hull and varnished mahogany house and trim. Exquisite. Built 1989 but kept in barn until 2000. Volvo diesel inboard, sink, propane stove, Porta-Potti. Cutter rigged with set of used sails. \$15,000. (510) 206-1370.

MULL 27T4, 1976. Race ready. Ocean sound. New Pineapple main and 155. Spinnaker rigged 3/4 and 1.5. Many other sails. Tuff Luff, Harken weather traveler, self-tailing primaries, VHF, knotmeter, depthsounder, AM/FM cassette. Berthed VYC. \$6,000. Rick (707) 427-1840.

MacGREGOR 26D, 1988. Trailer, 6 hp outboard, furler with 2 headsails, spinnaker. Lots of bells and whistles. Sleeps six, fun boat, easy to sail, tow and launch. \$4,700. Call Tim (415) 388-0449 or email: terecks@hotmail.com.

CHEOY LEE OFFSHORE 27. Professionally maintained, fiberglass hull, extra sails, Yanmar diesel, roller furling headsail, new canvas covers. Ready for summer. \$9,800. Call (650) 365-8686.

VENTURE 25, REBUILT 1998. Stiffened with bulkhead and oak sheerclump. 7.5 Honda O/B, new main and 100, trailer. Great weekend cruiser. Located at Napa Marina. \$5,000/obo. Jim (707) 257-6667.

BALBOA 26. Lyle Hess. Roller furling, 6 winches. Mylar main/spinnaker. Spinlock clutches, internal halyards, jiffyreef, split backstay, stove, sink, icebox, Porta-Potti, much new. Tandem trailer. San Juans, channel, Cortez, Catalina, etc. Bulletproof, capable, proven cruiser. \$3,000/obo. Call (530) 673-0394.

COLUMBIA 25 Mk II, 1970. Bill tripp designed sloop. White with blue trim. Near-new upholstery, VHF, club foot jib and main. 7.5 Honda 4-stroke O/B. Easy to sail starter boat for Bay and Delta. Clean. Alameda. Asking \$3,250/obo. Call (510) 749-9390.

CATALINA 250, 1999. Wing keel, 2001 Yamaha 8 hp 4-stroke, around 30 hours. Pedestal steering, 110 on CDI rolling furler, full batten main, Great shape, beautiful, cared for condition, comfortable, fast. Nicely loaded with first-rate equipment, too much to list. Ready to sail. SF Bay, Richmond Marina. \$18,750. For more info please call (775) 250-5362 or email: bob.collins@dellepro.com.

CHEOY LEE OFFSHORE 27, 1976. Serious minimal ocean cruiser. Heavy fiberglass sloop. Wooden spars, club jib, teak decks. Volvo diesel, 6'2" headroom. Boat needs TLC but at this price of \$4,000, compared to \$8-10k, a steal. Alameda. Call (510) 337-3220.

NEWPORT 27, 1974. Fast class sloop with 9.9 hp electric start O/B. Boat is basic, good condition starter boat. Flush deck makes for large interior, deck and cockpit. Bottom done. Berkeley berth. Must sell. \$3,500. Call (510) 337-3220.

28-FT GAFF CUTTER, 1979. Dean Stephens built. Eye-popping 'oh my gosh' classic woody. W. Atkins designed. Full keel, 3-1/2 ton. Master Mariner winner. Beautifully maintained. She's fast. She's solid. Pelican Harbor. \$15,000. Please email: jonbutler@earthlink.net. or call (415) 332-5179.

COLUMBIA 26 Mk II, 1969. In Sausalito slip. Singlehanded set-up, 6 winches, spinnaker pole, new lines, 9.9 outboard. 2 jibs, 2 mains, recently torn spinnaker. Clean inside and out, everything works. Ready to sail. See Website: <http://www.sonic.net/~tag> \$3,600. Call (707) 696-1994.



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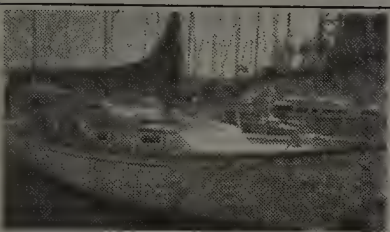
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MacGREGOR 26X, 2001. Powersailer. 50 hp Evinrude FI engine. Roller furling, sail covers, halyard to cockpit and jiffy reefing, fishfinder, sunshade, gas BBQ, extra battery, solar shower, trailer. Used 3 times. Cost \$30k. Asking \$25,900. Steve (415) 485-1833.

ERICSON 26, 1967. Very good condition. 7 hp outboard. Hauled out and bottom repainted 6/00. Bags of sails. Lots of TLC put into boat. Fabulous interior. Must see to appreciate. \$6,500/obo. Please call (415) 435-9040.



HERRESHOFF H28, 1979. Fiberglass sloop in excellent condition. High quality pocket cruiser. Built in New Zealand, with berths for six. Bukh 10 hp diesel, main, 2 jibs, spinnaker, VHF, GPS, Loran, depthsounder, knotmeter, wind speed, AM/FM/cassette, microwave, refrigerator/freezer. Berthed at South Beach Harbor (PacBell). Price reduced to \$22,500. For information call (831) 246-0848 or email: Law2000s@aol.com.

DUNCAN 28, 1976. Cutter rigged sloop. Beautiful classic lines, see sister on *Yachtworld*. Fiberglass hull, wheel steering, lots of beautiful teak, but interior gutted, no engine, major project. Sister \$48K, my boat, \$3,000/firm. Call (510) 559-8942.

BRISTOL 27, 1971. Strong boat for Bay. 8 hp outboard engine, few hours. Standing headroom. Main and 2 jibs. Autopilot, fish finder, battery charger, water heater, new head and 2 anchors. New bottom paint. Located Sausalito. \$6,900/obo. Please call Dana (415) 606-5411.

NEWPORT 27S. Recently painted mast and boom, new rigging 3 years ago. Recently overhauled Atomic 4. Moved away, can't sail the Bay. Sigh. \$3500. Call (707) 994-7045 or email: tlelleve@yahoo.com.

SANTA CRUZ 27. Excellent condition. Double-axle trailer. Great sail inventory. New standing rigging, 1999. Great deck layout with Hi-Tech halyards led aft. Dry sailed. Fast race boat, over 100 trophies. Many extras. Includes outboard. \$12,500. Call (714) 585-3536.

CATALINA 27, 1979. Nice boat. Brand new Doyle sails. Rigging and halyards last year. Atomic 4. Easy and fun to sail. Bought new boat just days after getting new sails. This is an excellent deal. \$7,900. Please call (510) 814-8620 or email: mark_brunelle@yahoo.com.

COLUMBIA 28, 1968. Almost everything new. Sails, autopilot, GPS, radar, Atomic 4, holding tank, stereo, VHF, boom tent and much more. Great Bay boat. Sleeps 5. Excellent condition. \$9,000. Call (530) 541-3525.

29 TO 31 FEET

PACIFIC SEACRAFT MARIAH 31. Performance cruising yacht. New engine, rig, sails, liferaft, watermaker, electronics Monitor windvane, dodger, and much more. Cruising plans on hold for now. Picture and description on Website: <http://www.geocities.com/ab6wj/Hokey-Pokey.html> or call (510) 387-7956.

CATALINA 30 TALL RIG, 1977. Recent bottom job, new interior cushions, rebuilt Atomic 4 with low hours, self-tailing winches. Knotmeter, wind direction, new depthsounder, VHF, stereo. Spinnaker pole, adjustable whisker. Extra gear and cruising modifications. \$17,900/obo. Call (209) 462-5233.

OLSON 29, 1986. Cisco. Excellent racer/cruiser, very good condition. UK racing sails, North delivery sails, adjustable genoa cars, almost new epoxy bottom, electronics, trailer, outboard, original interior components. See on trailer at Brickyard Cove, Pt. Richmond. \$26,000/obo. Gary (530) 583-9132.

HUNTER 30, 1979. Yanmar diesel engine, roller furling, battery charger, two anchors. VHF radio, dodger, wheel steering, etc. Hauled April: new bottom paint and zincs. Good condition. Moved from Bay Area. Priced for fast sale. \$16,500/obo. Call (530) 295-1711.

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ERICSON 30+ 1983. 7 sails, full batten main, standard main, 95, 135, 150, 155 genoa, spinnaker. Harken furling, 7 Barent winches, 4 self-tailing. Danforth anchor. Lewmar hatches, clear companionway hatch. B&G instruments, Autohelm 3000, VHF radio, Loran, Ritchie compass, 2 gel batteries, True Charge gel charger, Balmar regulator, 16 hp Universal diesel, Martek prop. Wheel steering, hot and cold pressure water, Adler-Barbour refrigerator/freezer. Propane stove with broiler, propane monitor. Sleeps 6. Three years freshwater. \$29,500. Call (925) 367-6250.

HUNTER 30, 1979. Great condition. Yanmar YSB12, wheel steering, 6.2-ft headroom, beautiful teak interior, instruments, VHF radio, two-burner stove, hot/cold water system, shower, two sinks, CD changer stereo, and more. South Beach Harbor, SF. \$13,900. Call (925) 362-9762.

CATALINA 30. Atomic 4, runs great. Recent haulout/records. No blisters. Pristine hull condition. New heavy ground tackle. Working jib, good sails/rigging. Reinforced chain plates. New holding tank. First serious offer takes her. Santa Barbara Harbor. \$17,000. Call (805) 698-0636.

ERICSON 30, 1969. Fin keel, spade rudder, hull sound, Yanmar diesel, never used Pineapple 90% and 120%, dodger, boom gallows, RVG vane, windlass and CQR. Needs interior work. First \$8,000 takes. Call (831) 338-3164 or email: Wdsantacruz@aol.com.

BARGAIN FOR MECHANICALLY MINDED. 1972 Pearson 30 sloop in excellent condition. Needs attention to its Atomic 4 engine. Spent most of its life in freshwater. Recent upgrades: roller furling, all lines leading aft, batteries, sail cover. Bottom paint 2001, wheel steering, VHF, jib, storm jib, 110, complete with PFDs, new extinguishers. Ready to sail. Sleeps 6. Berthed at Sierra Point Marina. Only \$7,000/ono. On vacation 7-17 August. (415) 239-1348 or email: ryderderek@aol.com.

RANGER 29, 1974. Atomic 4 runs very well. Radar, roller furling, new sails, dodger, propane, new LPU topsides. Great sailing boat. Perfect single or doublehander. \$16,000 or offer. Call (707) 546-9657 or (707) 291-7084 or email: saillizard@highstream.net.

PRINCE CHARMING 30, 1978. One-of-a-kind ULDB racing sloop. 120 rating. Very fast Bay or coastal racer. Dry sailed. Includes trailer. See at Alameda Marina. \$5,000/obo. Email: jrh6853@yahoo.com or call (775) 790-3178.



HUNTER 31 SLOOP, 1984. Dinghy with motor, dodger, roller furling jib, lazyjacks, Danforth anchor. BBQ, refrigeration/freezer, microwave, H/C pressurized water. AM/FM/CD, TV/VCR with disc antenna. Radar, VHF, knot/depth meters, solar vent and panel. Great condition. \$35,000. Call (530) 577-4407 or (510) 337-1481.

ETCHELLS SLOOP with trailer. Many sails. Excellent condition. \$7,800. Call (415) 435-0409.

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PACIFIC SEACRAFT MARIAH Mk II. Excellent condition. Equipped for cruising, outstanding comfort for liveaboard. Hull and deck 1977. Complete professional rebuild and overhaul in 1989. Completed Pacific circumnavigation, from Southern Ocean to Bering Sea, in 1997. San Juan Island, WA. For photos/details: <http://www.rockisland.com/~mariah4sale> \$79,900. (360) 317-8723.

HUNTER 31, 1987. Fully equipped racer/cruiser. AM/FM cassette, autopilot, radar, windlass, roller furling, refrigeration and much more. Comfy, roomy and clean. Ready to sail. \$31,500/obo. Please call (510) 653-0283.



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ERICSON 30, 1979. Excellent condition, many upgrades. New electronics, cushions, canvas. Rebuilt Yanmar. Harken roller furling. Well maintained with complete records. Berthed in Sausalito. A must see. \$25,000. Call (415) 472-6537.

C&C 29, 1986. 2-cylinder diesel, wheel, hot and cold pressure water, ProFurl, lines led back, knot and depth meters. Recent upholstery and standing rigging. Quality construction, easy maintenance and great performance. \$24,000/obo. Call Mark (707) 291-7867 or (707) 829-8370.

ISLANDER 29, 1967. \$13,000 in upgrades in the past two years, asking \$12,000/firm. Also, Columbia 22, 1969. \$4,000 in upgrades, asking \$3,000. Both in Martinez. Call (916) 718-1446.

J/29, 1984. Fractional rig, Yanmar diesel, racing and cruising sails, Autohelm instruments, 2 spinnaker poles, continuous track for jib cars, self-tailing primaries, rigid vang, new bottom paint. Overnight cruiser or fun racer. \$19,600. Call (650) 592-8882.

CAL 29, 1974. Running Atomic 4 with full set of sails plus extras. GPS, autopilot, 8 winches. good condition. \$9,500/obo. (415) 786-6780.

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NONSUCH 30, 1982. Classic interior. Westerbeke diesel, not sail drive. Reefer, H/C pressure water, shower, oven. Lots of extras: Scheel keel, dodger, anchor windlass, autopilot, GPS, outboard, microwave and much more. Excellent condition. \$48,500. Call (707) 486-7699 (days) or (707) 554-9725 (eves).

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TARTAN 30, 1976. Honda 15 longshaft electric start remote shift outboard. 3-burner stove with oven, hot/cold pressure water, inverter, battery charger, 12 volt refrigerator, head with holding tank, anchor. Unfinished interior. \$5,500/obo. Call Jim (650) 343-9223.



LANCER 30 Mk II. Fully equipped. 2X winner Cortez Race Week. 7 sails, Yanmar diesel, Tillermaster, Garmin, Force 10. Rigged to cockpit. Solar, propane, 70 gals water. Fun and fast. Available La Paz, October. \$12,000/obo. Delivery available. Call (503) 341-5896 or (503) 353-7705.

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CATALINA 30, 1980. Liveaboard slip in a great place to live, Oyster Cove Marina. Cozy home, new water heater, shower, custom carpet, completely re-wired. Engine serviced 7/02, hauled 10/01. No blisters, diesel engine, roller furler, much more. \$25,000. Call (650) 239-8739 or (650) 875-0324.

ERICSON 30, 1968. Hauled in June with new bottom paint job. Completely rebuilt Atomic 4. All new interior cushions. Radio, digital depthsounder, Loran, refrigerator, main and two working jibs in fair condition. Ready to sail. \$5,000. Call (408) 472-9833 or email: k_moore1@hotmail.com.

TAHITI KETCH. 35x30x10x5. Documented, 7 tons, cold-molded hull, MD-2 diesel. Traditional looks made of modern materials. Solid, well-built classic, needs some TLC. New mooring in Kona, Hawaii. Illness forces sale. \$10,000. Please call (808) 326-1769.

BIRD BOAT ROBIN. After an extensive restoration completed in 2000, *Robin* has proven to be one of the finest examples of this classic Bay design. She is complete in every detail, and includes both racing and cruising sail inventories, 2000-2001. *Robin* is a proven winner, and a beautiful classic to behold. She is being offered at \$23,000. Please call (510) 521-2865 with serious inquiries.



BENETEAU FIRST 305, 1985. 30-ft racer/cruiser, Yanmar 175 hours. New standing rig and lifelines, rigged to race. Sails: Full batten main, new Ullman 105, North 90, 150, Sobstad 125. Spinnaker and all gear. Harken convert furler with twin track. New head and holding tank. Sleeps six, teak interior, holly sole, private aft and fore cabins. Propane stove, dual SS sinks, exc. storage, many extras. \$38,000/obo. Greg (415) 381-6900 (wk) or (415) 332-4401 (hm).

CAL 29, 1969. Custom transom scoop. Yanmar diesel, low hours. Full-batten main, 3 jibs, spinnaker, lines led aft. Force 10 stove/oven, AC/DC refrigerator. VHF, depth, Loran, Autohelm. Easily single-hand, race, cruise, or liveaboard. Seller motivated, will sell/sail fast. \$12,000/obo. Please call (510) 841-2278 or email: capnjeff3636@hotmail.com.

CATALINA 30, 1976. Atomic 4, Harken furler, 110, genoa, spinnaker with pole. All lines led aft, tiller pilot. Hot and cold pressure water, CD. Full batten main, new mast rigging, recent bottom paint. New prop, shaft, cutlass bearing, radar. New toilet, holding tank, dodger. \$16,900. David (510) 812-4121.

LANCER 30, 1979. C&C designed sailboat. 15 hp diesel, wheel steering, dodger, 2 mains, 3 headsails and 1 spinnaker with pole. Sleeps 5, aft galley and aft head with sink. Good condition. \$16,500/obo. Leave message: (530) 409-4013.

BIRD 30, 1929. Active one design racer. Beautifully maintained. Fresh hood racing sails. Teak cockpit. New standing rigging, outboard motor and canvas. Built at United Shipyard. Take wing in 35 knots of breeze. Sausalito slip. Fast is fun. \$9,000. Call (415) 509-7164.

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NEWPORT 30 Mk II, 1982. Fiberglass sloop. New diesel, tiller, 9 bags sails. Comfortable interior with V-berth, dinette, settee and main salon, aft quarter-berth, nav station, enclosed head, galley, inflatable dinghy, autopilot, new cockpit awning and sail cover. Bottom painted 7/01. Clean throughout. \$20,950. Call (415) 332-6501 or email: marinexch@aol.com.

HUNTER 29.5, 1994. Comfortable, easy to sail Bay boat. Sleeps six. New spinlocks, starter, bilge pump, batteries. Two mains, 110% jib, asymmetrical spinnaker. Reduced to \$42,000. Details at www.captaintuck.com/halcyon or call Tucker (415) 706-0467.

ISLANDER 30, 1976. Roller furler with 150 genoa, pedestal steering, dodger, Palmer engine, VHF, AM/FM cassette. Roomy cockpit, galley and berths for seven below, new standing rigging in 1999, great Bay and Delta cruiser. Bought new boat. Richmond. \$9,900. Call (415) 457-8349 or (415) 509-4157 (cell).

32 TO 35 FEET

J/105, #32. Proven winner. North inventory. Full electronics, tiller. New mast, boom and rigging. Lots of extras. Raced only two seasons, previously light use in freshwater, so great condition. \$90,000. Chuck (415) 381-1761.



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ISLANDER 32. Look no further. An excellent, fully-equipped, seaworthy cruiser rigged for singlehanded sailing. 20 hp Volvo diesel, furling, recent survey. Will hold balance with a small down payment. Transferred and must sell. \$25,000. Please email: rsawchenko@aol.com or call (510) 427-8696.

ERICSON 35. New standing rigging, new sails, new canvas covers for teak. Dodger with side handles, Furuno radar and GPS, Loran, 4 gels and e-meter (Heart interface/Link 20). 1978 vessel with dealer/distributor rebuilt Atomic 4. \$33,700. Call (310) 831-3538.



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ERICSON 32, 1987. Nice condition. Recent survey. Roller furling, flasher, autopilot, instruments. Everything functional. See: <http://www.me.berkeley.edu/faculty/szerli/home/boat/boat.html> for more info.

33-FT WOOD KETCH, 1959. Haulout and Yanmar 27 hp, 2000. 45-ft slip, Half Moon Bay. Relocation means sacrifice. \$20,000. Call (650) 464-9378.

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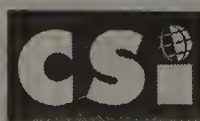
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35-FT YACHT FROM 1962. Wooden hull. Perfect liveaboard project. Cosmetics in progress. No engine. Priced to go. Call Chris (415) 235-7022.

ERICSON 35, 1972. Newly varnished interior, wheel steering, autopilot, depth-sounder, VHF, Yanmar diesel, new canvas, dodger, autopilot, stove, roller furling, headsail, spinnaker rigged. Good condition \$31,500. (415) 282-5223 or email: cameron@strategicdesigngroup.com.

1988 J/33, ZAPPED. 2nd to finish 2002 Singlehanded TransPac. New faired bottom, all electronics 2002: 406 EPIRB with GPS, radar, Solarex 75w solar panel, Garmin 182 chartplotter with Canada to Mexico and Hawaii charts. ICOM M502, ST 4000+ autopilot, AM/FM/CD. All sheets, halyards new WarpSpeed. New full batten North Main, used for TransPac only. 3DL genoa, out of bag once. Plus 2 mains, jibtop, #1, #3, 2 spinnakers and carbon spinnaker pole. Asking \$65,000. Please call (206) 953-2461 or email: jatallet@earthlink.net.



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SABRE 34 Mk II, 1987. Great condition. Full batten main, Hood Vectran jib. CQR anchor, Max Prop, dodger, GPS/plotter, autopilot, canvas: all new or recent. Bay Area. \$82,500. Email: jeceaton@yahoo.com or call (415) 435-6546.

CREALOCK 34 CUTTER. Cruise equipped. Provision and go. Above BUC condition. Photos and inventory at Website: <http://home.hawaii.rr.com/nisku> \$99,500. Email: nisku@hawaii.rr.com or call (808) 947-1612.

NUNES 32, 1936. Raised-deck cruiser. Completely restored. Rebuilt engine and interior, full cover. \$30,000/obo. Call (415) 309-8902.

YAMAHA 33, 1978. Tiller steered, Pro Furl with three headsails, lazyjacks on main, hydraulic backstay. Includes spinnaker and all gear plus asymmetrical spinnaker and dousing sock. All lines led aft. Two anchors and rode. Interior has lots of teak, excellent nav station, lots of headroom, propane stove with oven. New ports 6/01. Bottom epoxy barrier coated 4/02. Can be seen at Stockton Sailing Club, Slip H-13. \$27,000. Call owner in Manteca, CA (209) 825-7526.



VALIANT 32, 1979. Cruising cutter, Bob Perry design. 5'2" draft, fin keel/skeg rudder. Completely refurbished, complete new bottom, repainted hull, new cushions. Universal 30 diesel, propane stove, DC refrigeration, autopilot, diesel Taylor heater. Details see Website: <http://www.softcom.net/users/hodgeranch> \$37,500. Call (209) 748-2138.

MORGAN OUT ISLAND 33. 50 hp diesel. Great cruiser/liveaboard. \$22,000. Call (415) 435-0409.

RAFIKI 35, 1980. Bluewater cruiser or liveaboard. Teak decks, Airex hull. Repowered with Yanmar diesel. Autohelm with windvane, VHF, stereo, 1,000 ft. depth, Alspar mast and rigging, 10 opening ports. Brisbane dock. \$59,000/obo. Call for brochure/photos (408) 867-9202.

SPENCER 35, 1968. Beautiful condition. Liferail, EPIRB, watermaker, SSB weather fax receiver, solar panel, monitor windvane. Autohelm, dinghy, new roller furler, GPS, radar, total re-rig including chainplates and staylocks. Bottom paint Dec 2001. Documented for chartering. See Website: www.blarq.net/~smithm/boat/Index.htm \$34,900. Make offer. Please call (619) 888-0258.



HUNTER 34, 1997. Shows like new. Original owner. Spacious main salon, aft cabin and cockpit. Full instrumentation including GPS and autopilot. Never raced. Heavy duty dodger and sails. Bottom just painted. Only \$79,950. Please call (925) 830-1698 or email: ptsep@attbi.com.

ALBERG 35, 1963. Volvo diesel, dodger, spare sails, monitor, autopilot, knot/depth, windlass, 3 anchors with chain, etc. Shorepower, battery charger, head, stove, fridge, water heater. Great liveaboard. Avon. Bottom painted 7/02. Berkeley berth. \$21,000. Call (415) 572-5521.

RANGER 33. 1978 diesel, roller furling, 5 sails, dodger. Autohelm, all lines led aft. New control panel, VHF and CD stereo. Great condition. \$25,000. (714) 505-1934 or (714) 434-6400.

RUSTLER 32, 1968. Eight-ton cutter, 9'6" beam, 5'4" draft. Classic plastic, Herreshoff design, built Anstey Yachts, England. Turnkey world cruiser, 5 hours on new Westerbeke 18, new standing rigging, 12/110 wiring. Hood furling. Monitor windvane, 9 sails including storm rig with running sidestays, gimbaled propane stove, freezer, shower, radar, Zodiac with 3 hp, anchors with chain. Too much more to list and many spares. July 2001 survey: \$34k. Selling for \$29,000/firm with \$1,500 allowance for new radar. In Bay Area. (775) 849-3441.



FUJI 35 CUTTER, 1977. Rare Alden design, cutter model with molded F/G deckhouse and non-skid decks. Complete rig restoration by Forespar including standing and running rig, wiring, fittings, winches and LP paint. New main, 110% and 130% jibs, Schaeffer roller furling. Pisces/Isuzu 40 hp diesel, Technautics refrig, Dickinson fireplace, CPT autopilot, Icom VHF, Furuno GPS, new dodger and canvas covers and more. A beautiful teak interior and always well cared for. Located in Newport Beach. \$59,500. Call (949) 887-1457 CaptDJohn@aol.com.

WESTSAIL 32, 1976. MD2B, custom built. Insulated interior, tropical canvas screens, dodger. 9 Barjents, 8 bags sail, 4 sets ground tackle, Monitor, Alpenglows, AGM batteries. Low-draw fans, LPG, 12 volt refer. Troll/wind gen minus prop. More. \$54,500. Call (619) 203-9740.

SOVEREL 33. Fast boat. Tiller, finger-tip control at 15kts of boat speed. OYRA winner, Pacific Cup class winner, 1996. Complete refit for that race: instruments, electronics, rigging, wiring, new bulletproof rudder, head. Nav station, cooler, single-burner stove, Yanmar, many sails, 15/16 rig, open transom. Race ready for offshore or Bay. West coast built, only 10 made. Too many features to list. Do circles around other boats with just the main up. Asking \$33,500. Call (925) 829-9977.

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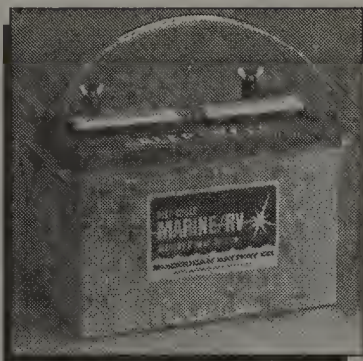


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33-FT TARTAN 10. 8 hp inboard diesel, one season main, lazyjacks. Furling jib, new sail cover, CD, cushions, knot, depth, compass, VHF. Not a cruiser. Selling reluctantly as I have too many toys. \$9,500. Call Jeff (415) 331-5515 (days) or (510) 236-8302 (eves).

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ALAJUELA 38 CUTTER. Finished 2001. Without a doubt the finest, most functional Alajuela in the world. Professionally custom built. Well laid out, uncluttered decks with modern technology. Beautiful interior. Impeccable workmanship. Ready for offshore. Additional information available with pages of inventory and spare parts. \$169,000. Call (425) 672-3111.

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39.2-FT SAILING VESSEL. Beam 14.3-ft, depth 7.7-ft. Gross 18 tons. Designer R. Mataya. Built 1977. A documented vessel. Located in Seward, Alaska. \$35,000. Contact owner (907) 360-8803.

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ISLANDER 36, 1979. A great boat maintained very well with numerous upgrades. New Lewmar opening portlights, cabintop hatch. Rigging, Autohelm, furling jib, two new s/t winches and more. Westerbeke diesel. Avon dink with motor. \$39,000. (925) 284-9737.



PEARSON 385, 1984. Immaculate, center cockpit, 44 hp Yanmar, radar, A/P, GPS, roller furling, refrigeration, wind generator, dodger, 2 staterooms, 2 heads, inverter, 45 gal fuel, 170 gal water. \$89,500/obo. For complete inventory and photos call (209) 996-6216 or email: watermanjk@pocketmail.com.

CATALINA 36, 1983. Very nice condition. Lotsa goodies. Dodger, radar, Loran, etc. Newer boom, furler and standing rigging, remodeled galley, revarnished floorboards, newer upholstery, curtains, and bedding. Building house, no time for more varnish and polishing. \$56,000/obo. Dave (408) 674-4767.



SHANNON 37 KETCH, 1987. Immaculate, centerboard cruiser with furling jib and main. 40 hp Perkins, 5kw generator, A/P, SSB, heater, A/C, radar, GPS, VHF; liferaft, dinghy with 5 hp motor and more. Bristol built, bristol condition. \$180,000. See: <www.gypsyreport.com> Call (415) 225-9032 or email: kitcody@yahoo.com.

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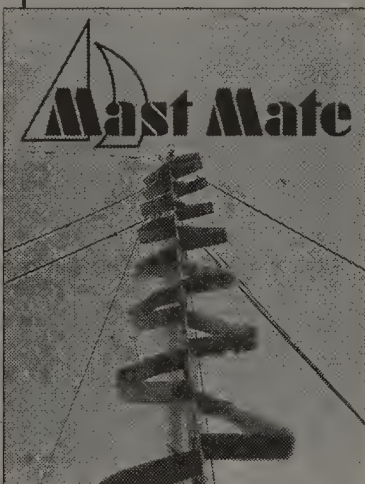
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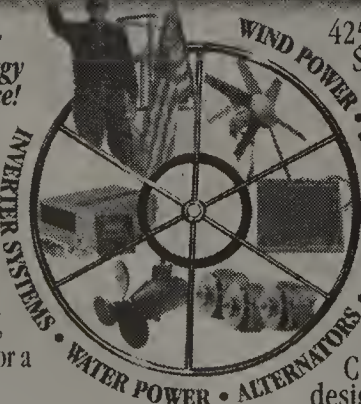
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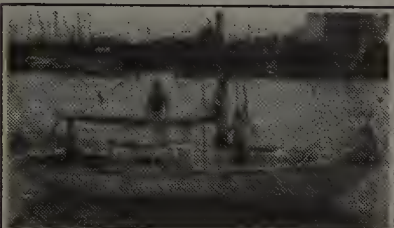
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TALISMAN 37. Spacious liveaboard, cruising sloop. sleeps 7. Needs work. \$17,250/obo. Call (415) 640-9605.

L36, 1957. 2nd owner. My new boat is being delivered so I am accepting best offer for my Lapworth 36. Cruise veteran, ready to return. Please see details at www.signaltransfer.com/sunrise.htm or call (408) 968-9769.

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ALDEN MISTRAL 36, 1964. Halmatic fiberglass hull, decks and cabin. Westerbeke 4-107. Teak and holly cabin floor, Avon dinghy. Needs lots of TLC. Has not left berth nor hauled in 7 years. Best offer over \$7,500. Call (510) 864-0369.

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BENETEAU 370, 1991. Beautifully maintained. Head with electric macerator and shower plus separate shower room, V-berth plus large owner's stateroom, teak throughout. Salon with table and shaped settee. Volvo 2003 28 hp, 340 hours with Powerline 130 amp alternator with 2 gelcells. Heart Freedom inverter/charger, Autohelm 4000 autopilot, wind, speed, depth multi-display. Sony VHF plus 10-stack CD/tape player. Furling main and jib with gennaker, 4 Lewmar winches. Custom dodger, electric windlass with foot and cockpit control, 150-ft chain with tilt bow roller, 35# Bruce anchor with freshwater washdown. Swimdeck with hot water shower. Huge cockpit with ice chest under table. Full specs available. \$95,000. Call (415) 435-5877.

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S-2 36 SLOOP, 1981. Recent re-rigging and Harken rollerfurling. Cruising spinnaker, Autohelm, refrigeration, CNG stove, new bottom June 2002. Lots of equipment. Crossed to Hawaii and back. In Ventura. Must sell. \$59,000/obo. (702) 798-6500.



FREYA 39, 1983. Terra Nova #40 needs new owners to finish me and take me cruising. Project boat. Forward of mast 90% complete. Aft roughed in. Numerous parts and spares. My sister ships have circumnavigated. \$59,000/obo. (541) 593-5900 or email: reheise@greywolfstudios.com.

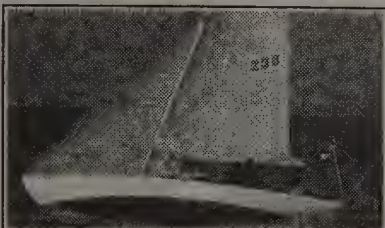
BARGAIN ISLANDER 37, 1970. Main, running, standing rigging, autopilot, 2 GPSs, all new in 2000. Propane stove, 4 jibs, spinnaker, 2 VHF's, 3 anchors, 8 Harken winches, too many extras to list. Excellent cruiser/liveaboard, some cosmetics. Berkeley up-wind. \$27,000/obo. (510) 649-0668 (before 9pm).

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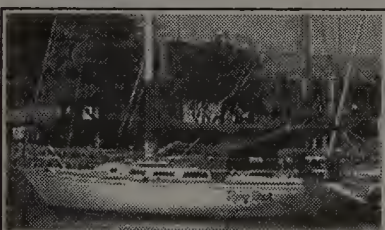
38-FT SLOOP. Ready to sail, sleeps 6, furling jib, gas engine, full galley, private marine head, marine radio. Berthed at Pier 39. \$20,500. Jim (209) 786-4864.

IRWIN 37, 1980. Cutter rig, Perkins 4-108. Monitor windvane, 3 anchors, radar, GPS, chartplotter. SSB, wind generator, solar panels, watermaker, liferaft, EPIRB, much more. Great liveaboard, proven world cruiser. \$67,000. Call (415) 608-0356 or email: irwin37ladyann@hotmail.com.

WATKINS 36, 1982. Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: www.dnlco.com/wildfire \$65,000. Call (925) 376-3826.



KETTENBURG 38 SLOOP, 1952. Mama wants a house, must sell. Pocket racer/cruiser. Recent complete overhaul including being refastened, rerigged and rewired. New Yanmar inboard, mainsail, radar, autopilot, SSB, VHF, Lectrasan, propane stove, water heater, solar panel, refrigeration, windlass. A ton of ground tackle, stainless water tank and full cockpit enclosure. Bottom, topsides, deck, house and mast just painted. Excellent condition. You can benefit from my obsession. \$65,000, less than half of my investment. Please call (415) 732-7917 or email: tosuerte@hotmail.com.



CATALINA 38, 1985. S&S design. Clean, 892 hours on Universal 5424 diesel. Martek folding prop, 4 headsails, 3/4 oz and 1.5 oz kites. Upgraded electrical system, AB reefer, new Force 10 stove and more. \$62,500. (510) 814-7285.

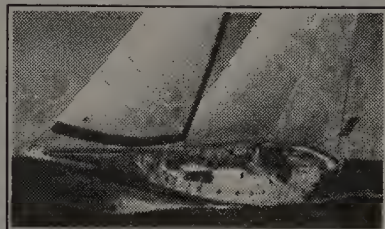
LAPWORTH 36. Located La Paz, BCS on the hard. Diesel, GPS, VHF, Autohelm, windvane, fair sails. Sound hull, rigging and motor good. No dry rot. See at Ebay Motors, Item #1840248721. Best offer above \$7,000 before 8/21/02 will be accepted. Call (707) 584-0311.

CATALINA 36, 1985. Very well maintained and treated. New Quantum sails 10/99. New jib furler 12/97. Loaded with great navigation, cruising, safety, and comfort gear. Call for complete information or to have an equipment list/history faxed. \$62,000. (510) 865 8739.

RARE HUNTER VISION 36, 1993. Hi-tech boat, better-than-new condition. Free-standing mast. Full batten main, roller-furl jib. Rigid vang, all lines led aft, power winch, stack-pack, 38 hp Yanmar, hard dodger, Autohelm 6000, GPS and integrated instruments. Spacious, all-teak interior, 2 private cabins, queen main, Corian countertops, elect. windlass, cockpit cushions, numerous extras. Freshwater berth. Must see. \$95,000. Call (707) 257-3663 or email: zaffs2@earthlink.net.

IRWIN 38, 1984. Impeccable condition. Cruise or liveaboard, center cockpit with custom full enclosure, cutter rigged. All sails furling, Perkins 4-180, 4 kw genset Kubota/U.S. Energy, 1200 watt inverter. Extras galore. See photos at Website: <http://photos.yahoo.com/fjblitzer> \$129,000. (310) 822-4471 or email: fjblitzer@netscape.net.

40 TO 50 FEET



STAYSAIL SCHOONER 42, 1979. Aluminum. 50' x 11'4" x 6' single chine. 33 hp Yanmar. 48-mile radar, autopilot, 6 berths, 2 heads, self-tacking rig, heavy ground tackle, offshore ready, many spares. One owner since new. Excellent condition. \$71,500. Call (714) 894-7496 or email: david@naturelakes.com.

KELLY-PETERSON 44, CUTTER. Special. August only. First \$105,000 offer takes it. Fully found vessel in turnkey condition. Located La Paz, BCS, Mexico. Equipment list/specs/photos at Website: <http://osmx.com/kp440266.htm> Please contact by email: kp440266@yahoo.com.



45-FT STEEL KETCH, 1995. Topless. Sailed mainly Alaska to Mexico for 5 years. Custom made, US documented cruiser. Perkins 4 cylinder, autopilot, propane oven, radar, 4500w generator, solar. Call for equipment list, detail, photos, appointment. Reduced to \$98,500. Please call (360) 225-9288.



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CT 41, 1972. Center cockpit ketch. Westerbeke 50 hp diesel. Two staterooms, two heads, spacious interior, VHF, depth and speed log, radar, stereo, TV/VCR. Roller furling jib. Great liveaboard or sturdy offshore cruiser. \$55,000/obo. Call Dennis (707) 747-0722 (eves) or (510) 385-5031 (days).



48-FT STEEL KETCH. Aluminum masts, new 90 hp diesel, new bottom. Comfortable, strong, center cockpit, large cabins. 245 gals. diesel. A beautiful boat. \$65,000. For photos and more information email: ranchograndepmita@yahoo.com.

HARDIN 41 KETCH, 1977. Classic William Garden design. Fiberglass hull and cabin, teak interior. Veteran cruising boat, loads of gear. Recent refit. Great liveaboard. Bellingham. \$75,000, possible trade. (541) 840-8570 or (541) 878-2230.



CT 49, KETCH, 1987. Kaufman & Ladd design. First owner, built after owner's wishes with luxury teak interior. Sailed only by owner-couple. Location Valdivia, Chile. US\$120,000. For more information email: mikadofw@hotmail.com.

ISLAND PACKET 40, 1994. Available early August. Excellent condition. Fully equipped for cruising. Spectra watermaker, 2 ACs, wind, solar, SSB, radar, fully integrated B&G instruments & AP and much more. \$259,000. (209) 727-5165 or jbaker1530@aol.com.



GULFSTAR 50, 1978. Center cockpit ketch, comfortable world cruiser, great 2 bedroom, 2 bath liveaboard. 65 hp diesel, 15kw generator, radar, SSB, vacuflush onboard treatment. See it at: http://www.geocities.com/alan_winslow/ \$120,000. Email: alan_winslow@yahoo.com.

WAUQUIEZ CENTURION 45, 1994. Performance cruiser, bristol condition. Fast, comfortable sloop, easily shorthanded. New electronics 2001: Icom SSB and VHF's, Furuno radar and GPS, Raymarine 7000 autopilot and instruments. Blonde Burmese teak interior, 3 staterooms, 2 heads with showers. Harken ProFurling, Perkins Prima 50. Full Sunbrella covers, Alpine stereo with 6 CD changer, Bose speakers. Dink: Achilles 11-ft with Honda 15 hp 4-stroke, kayak. Elegant, strong, fun. Joy to sail. Fairly priced at \$179,000. For info or to make offer, please email: jdevito@there.net or call (510) 435-7885.



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CAL 40. Clean. New roller furling, teak cockpit, sail cover, dodger, elliptical rudder. Holding tank, diesel heater, head, stove, instruments, feathering prop. Two Harken electric self-tailing winches with AGM batteries, Dutchman. Plus oak cabin sole, Alpha 3000, Perkins 4-108, H/C water, reefer, good sails. \$68,500. Call (415) 461-1145 (hm) or (415) 302-7490 (cell).



COLIN ARCHER 48, 1936. Documented US. New sails, diesel aux, radar-arpa, watermaker, VHF. 2 ea. wind generator. Washer/dryer, Electrasan, Prosine 2.5 inv/chgr, oil stove, 2 staterooms. Sleeps 7. Possible liveaboard slip in SF area. \$79,000. Call (877) 509-1144 (lv msg).

WAUQUIEZ CENTURION 45, 1992. Cutter rigged. Full bluewater special. Too much new equipment to list here. Well maintained, very clean. Perfect hull/keel/rudder. Servo-windvane, wind generator, radar, SSB, watermaker, Balmar, Lofrans, asymm spinn/chute, new Swedish rigging. Please email: tunes@aloha.net or call (808) 826-6050.

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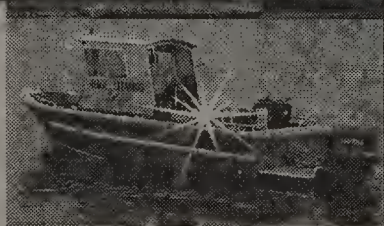


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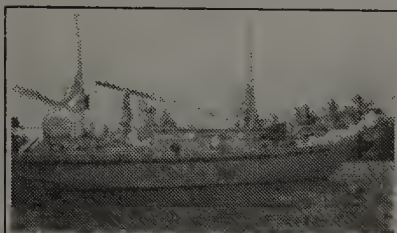


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BRUCE ROBERTS 44 STEEL KETCH, 1984. Professionally built, circumnavigated. 253 Detroit diesel with V-drive, Aries windvane. Located in Hawaii. Must sell. Asking \$49,000. Call (808) 384-6403 or (808) 384-6504 or email: dbaker38@aol.com.

ISLANDER 41, 1979. Mexico vet with 20 gph watermaker, freezer, electric windlass, 2 autopilots, davits, solar panels, radar, VHF, GPS, Ham, depth, roller furling. See pictures at Website: <http://home.attbi.com/~sailmakai/Makai.htm>. \$79,000. Call (562) 537-7784 or email: sailmakai@hotmail.com.



BENETEAU 440, 1994. (Sistership). Dual refrigeration, GPS chart plotter. KM, DS, furling jib and main, autopilot, forced air heat, excellent condition. Located Semiahmoo Resort, Blaine, WA. Slip also for sale. See pics/specs at Website: www.beneteau-owners.com Call (360) 201-1002 or email: jjspearson@cs.com.

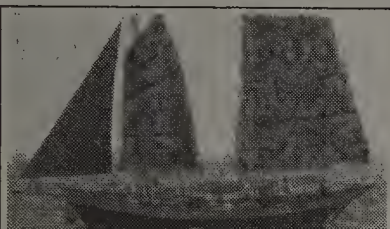
FIRST \$55,000 TAKES IT. Freedom 40 Cat Ketch, center cockpit, lots of extras. Cruised to Mexico, Hawaii and Alaska. Excellent shorthanded tropical cruiser. Price firm, reduced from \$72,000. Email: abthomas@pugetsound.net or call (360) 856-0100.

SEAWORTHY FLOATING FARMHOUSE for sale or trade: Stoutly-built 42-ft hallbut-schooner-style motorsailer with soul. Located on San Carlos Bay, Sonora, Mexico. \$20,000 or? See our Website: <http://mightytoad.stickness.org> then please email: verba_lee@yahoo.com or toadboat@pocketmail.com.

PROJECT BOAT. Former IOR, *Monique*, remodeled as singlehander liveaboard. Needs TLC, interior. 25 bags of sails, Westerbeke 4-107 runs great. \$40,000. Email: btroy33@hotmail.com or call (707) 332-9670.

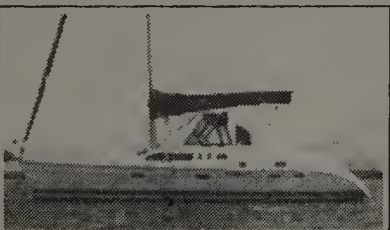
BENETEAU FIRST 42, 1982. Lead keel, Perkins 4-108, 2 autopilots, wind/speed/depth/VHF, surround sound plus CD changer. Force 10 oven/stove, CO detectors. Tall rig, rod rigging, Harken furler, many sails. Bruce CQR Fortress, Webasto heater, refrigeration, 2 battery banks and charger. \$78,000. Roar34@hotmail.com.

ISLANDER 40 KETCH. New 50 hp Isuzu diesel. 2X south seas vet. Bluewater/bulletproof, 24,000 lbs, loaded for cruising. Great cruising or liveaboard. Full galley, 9 cu. ft. refrigerator, 120v wiring, stereo system. Hauled 12/01, full keel, watermaker, radar, SSB/Ham with fax modem, VHF, GPS, depth. 2 autopilots, solar, wind gen, furling jib, canister liferaft, EPIRB, 150 gals diesel, 120 gals water, 3 anchors. New windlass, hot/cold pressure water, full shower. Documented, classic beauty, lots of extras. Call for list. \$65,000. Please call (408) 353-3260 or email: hjcrook@yahoo.com.



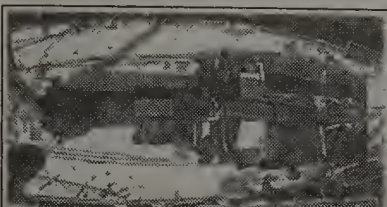
COLVIN 48 PINKY SCHOONER. 62-ft LOA. Tanbark sails, junk rig. Beautiful, safe, seakindly, heavily insulated, tropic or high latitude cruiser. 85 hp Perkins. Launched Aug 2000. Just completed SF-Sea of Cortez-Canada. Many extras. Lying Friday Harbor, WA. \$159,000. Steve (510) 517-0670 (cell).

CAL-40, #131 1968. 40 hp diesel, feathering prop, strong newer rig, Barient S/S 2-spd winches, windlass, aluminum toerail, custom removable hard dodger, custom interior cushions, extra gear. Fun and easy boat. New babies and jobs = no time. \$40,000. Call (415) 505-0203 or email: cal_40patriot@hotmail.com.



HUNTER PASSAGE 450, 1997. This boat is ready for anything. Too much gear to list. Autopilot, radar, chartplotter, GPS. 9.5 kw generator, 77 hp Volvo diesel, 8 knots under power. 200 gal water, 100 gal fuel. 2 units heat and air conditioning. Very large aft cabin, queen bed, freezer and refrigerator with holding plates. Swim platform. Spinnaker and gear. Member SSC. Must sell. Asking \$208,000. Call Joe (209) 477-8133 (hm) or (209) 320-3950 (wk).

SLOCUM 43, 1981. This popular offshore cruiser is laying San Diego, in great condition and ready to cruise. Visit www.sailbliss.com for details and photos. \$99,000. Call (619) 291-9688 or email: rob@sailbliss.com.



OHLSON 41. A classic design that is fast and strong with a steel hull. Cruise equipped with autopilot, windvane, liferaft, Ham/SSB, radar, inflatable, outboard motor. \$60,000. For details and pictures see Website: http://www.geocities.com/curt_muehl/

PEARSON 424 KETCH, 1981. Performance cruiser with plenty of living space. New epoxy bottom, new interior varnish, 1999. Well maintained, loaded with cruising gear. Great sail inventory. Proven world cruiser. Photos and more details at <http://home.pacbell.net/stevesea/index.htm> \$114,995. Call (650) 342-6681.



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KELLY-PETERSON FORMOSA 46, 1981. This cruise-ready center cockpit cutter is in good condition and well equipped. Much of the equipment is less than 3 years-old. Recent engine rebuild. Will consider trade for smaller boat. (510) 523-7752 (eves).



SWAN 41, 1976. Sparkman & Stephens design. Excellent condition. North sails, Perkins 41 hp diesel, non-teak decks, central heat/AC, refrigeration, custom V-berth and nav station, autopilot, electric windlass, and GPS. SF Bay Area. See at Website: <http://www.geocities.com/swan41038> \$119,000. (415) 377-1964.

PRICE REDUCED TO \$124,900. Nordic 44, 1982. Perry designed, bluewater tested. 300 gal water, 70 gal. fuel, six man liferaft. Two mainsails, three jibs, storm jib and storm trisail. Two heads, separate shower. Sleeps 7. Original owner. Please call Bert (253) 858-6528 or email: bbbgig@attglobal.net.



LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: www.emard.com. \$185,000. Call (415) 383-8122.

HANS CHRISTIAN CHRISTINA 43, 1990. Bluewater cruiser. Complete electronics, computer navigation, Spectra watermaker, solar panels, wind generator, two heads, two cabins, liferaft, Yanmar engine, 4-burner stove, marble counters. For more information see Website: <http://www.hanschrianchristina43.com> or email: hcchristina43@yahoo.com.



CATALINA 42 Mk II, 1995. Very nice and well maintained two cabin, two head version. Main with Dutchman flaking and single-line reefing. 150% furling genoa. Cruising spinnaker with sock. Autopilot, GPS, speed, depth, wind instruments. Windlass, dodger, full cockpit cushions. Charger, inverter, emergency battery. Stove/oven, microwave, refrigeration, BBQ, pressure hot and cold water. Stereo, CD, TV/VCR, VHF. Inflatable dinghy. Berthed in Long Beach, CA. \$145,000. Please call (415) 945-9125 or email: stecher@mindspring.com.

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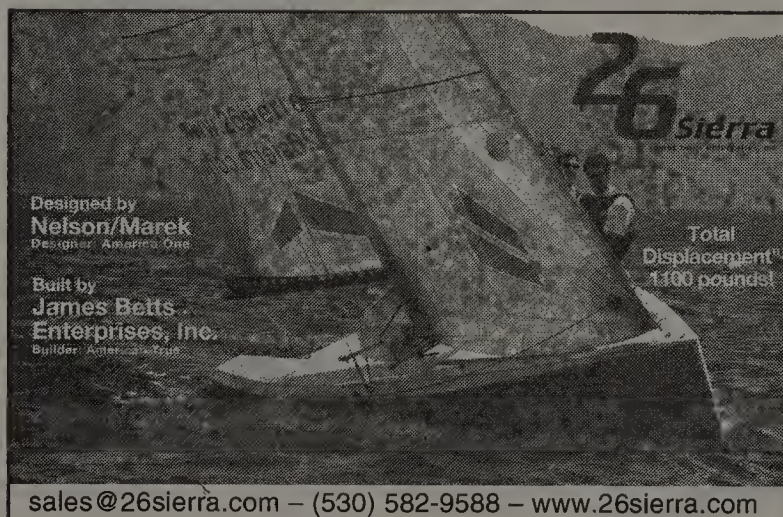
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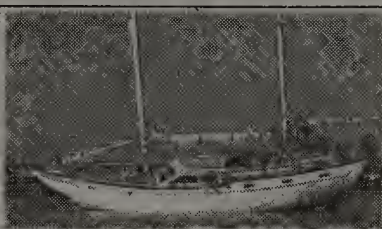
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GULFSTAR 50, 1977. Center cockpit, large engine room. Radar, Robertson autopilot, Harken furler, Lighthouse windlass, Little Wonder 8 gph watermaker, Lectrasan waste treatment system, GPS, windvane. Loaded and ready to cruise. \$112,000. Call (209) 795-7904 or email: jemrfy@yahoo.com.



CHALLENGER 40 KETCH. Spoon bow, counter transom, full keel. Just hauled 5/02. Sides painted, new prop. 6-ft draft 12-ft beam, displaces 13 tons. Mechanicals fine. Perkins 4-107, 120 gals fuel. Teak and mahogany sole. Top needs paint, interior needs work. Project boat that's about 75% complete. See to believe. Asking \$23,000. Call (415) 459-8734.

CT-41 F/G KETCH, 1973. William Garden design, Taiwan-built, full keel, comfortable liveaboard. Possible liveaboard slip in Alameda. Perkins 4-108 diesel. Must sell. \$44,000/or best cash offer takes it. Call (408) 390-4080.



HARDIN 44 VOYAGER, 1978. Reduced. Sexy, roomy, bright, sturdy, comfy. The center cockpit ketch *Tasherana* is for sale. Second owner is swallowing anchor after ten years aboard. Huge aft stateroom with queen bed, three saloon bunks, convertible dinette, workshop or 2nd head. 60 hp Isuzu, windlass, anchors, Lectrasan, 2000w inverter, fireplace, Adler-Barbour refrigeration, new Force 10 stove. Amazing storage: 45 drawers, 33 lockers. Loves those 'gentle' San Francisco breezes. Alameda. See at Website: http://www.tasherana.com/for_sale/ \$99,000. Call Charles (510) 523-3238 or email: for_sale@tasherana.com.



WAUQUIEZ 49, 1991. Built like a swan, sails like a dream. Excellent condition, many upgrades, strong, safe and fast. Located in San Diego with a slip. Great price at \$225,000. Call for details and photos (206) 605-7858. Must sell.

CSY 44 CENTER COCKPIT CUTTER. Great boat. Finished cruising with family. Hard dodger, windvane, sailing dinghy, equipped to cruise. Wonderful cockpit, large aft cabin, go sailing now. Located SoCal. \$89,000. Bruce (360) 966-7374 or email: Nashira_sail@hotmail.com.

STONE BOAT YARD BUILT BALI, 1951. with original plans. TransPac winner. 40-feet long with a reverse sheer and flush deck. One-of-a-kind. The hull is tight. Stored in a covered berth. Full rig is available, running Perkins 4-108 with 3:1 reduction, 3-speed winches, etc. The price is negotiable depending on your plan. Example: My friend offered me a sizeable amount of cash to make chainsaw art of her. I won't let him. If you love classic wood boats, this boat is worthy. I cannot finish the project because my skateboard manufacturing business is expanding. So if you don't want my boat you may want to invest in Union Street Mfg/Comet Skateboards. Jason Saffi (415) 785-3724 or email: jason@cometskateboards.com.



CATALINA 42 Mk II, 1997. 2 cabins. Bristol condition, wind, speed, depth, Garmin GPS, Icom M710 SSB, AT130 antenna tuner, insulated backstay. Custom radar arch, JRC radar, TV antenna, solar panel. Autohelm 7000 autopilot. Aquamarine 25 gph watermaker. Heart inverter/charger, Link 2000 controller, Balmar 90 amp alternator, 900 amp hour battery system, dual Racor filters. Autoprop, Wavestopper harddodger, bimini. Dinghy davits, Aquapro 10-ft hardbottom. Schaefer genoa roller furler, ATN gale sail. Sony CD system/10 disk changer. Custom entry doors, Bottomsiders cockpit cushions, custom mattress. 45-lb CQR/250-ft chain. 35-lb Bruce with chain, rode. Danforth on stern rail, double bow rollers, mob. pole, lifering, lifesling, strobe, Maxwell electric windlass. Wallas diesel forced-air heater. Two TVs, VCR, superinsulated fridge/icebox. Reduced \$175,000. Ken (707) 996-9054.



G. DEVRIES 50, 1935. Dutch-built steel ketch. Built to Lloyd's highest standards. Beautiful teak interior with master stateroom. Recently completed South Pacific cruise, offshore equipped. Continuously maintained to high standards. Current survey available upon request. View at <http://geocities.com/scaldis2000/> Call (831) 373-7969.

YOUNG 43, 1985. New Zealand designed and built center cockpit, twin headsail, performance cruising sloop. Loaded with equipment. 80 hp Ford engine, 3.8 cu. ft. freezer. Beautifully appointed with exquisite teak joinery work and lovely upholstery/carpet. Two ensuite cabins, each with own head, and one smaller cabin. A fully-equipped and well maintained, family-friendly boat. Lying Miami. \$175,000. Call or email for full specs and pictures. (415) 203-7041 or j-s.aillio@usa.net.

HANS CHRISTIAN 43 KETCH, 1979. Full electronics, extensive sail inventory, bow thruster, custom mattress, epoxy bottom, re-rigged, watermaker, genset, Avon canister, 406 EPIRB, Muir windlass, much more. Excellent condition. Extremely motivated seller. SF Bay. (707) 543-3119 or (707) 539-9564.



JEANNEAU 47, 1992. 3 cabins, 75 hp. \$40,000 in recent cruiser upgrades. New radar, dodger, liferaft, GPIRB, watermakers, wind generator, weather fax and more. Just completed 10,000-mile bluewater cruise. Currently in SF. All systems in excellent condition. \$220,000. Call (707) 251-9585.

CATALINA 400, 1997. Exceptionally clean and well-equipped. 2 wheels, staterooms and heads. Diesel has only 380 hours. Cockpit instruments include: Furuno 36-mile radar, ST7000 Autohelm interfaced with ST50 instruments (speed, depth, wind) and Garmin GPS, VHF. Instrument repeater in cabin. Complete canvas including dodger and bimini. Cockpit cushions. CQR anchor. Maxwell windlass. Microwave. Propane stove and oven. Refrigerator/freezer, TV/VCR. AM/FM stereo CD/cassette. 2 roller furling headsails. For complete specs and 100 photos go to: <http://briefcase.yahoo.com/hwblake/> \$159,900. Call (415) 435-6285 or email: harrywblake@attbi.com.

BLUEWATER RACER/CRUISER seeks bluewater cruiser. Rhodes 41, South Pacific vet. Rugged hull. Refit and rebuilt in 1998. Great condition. Too many extras to list. Call for info package. Buyer saves broker fee and sales tax. (Save \$19,000.) Located Mexico. Boat is loaded and ready. \$110,000. Call (949) 929-5429 or email: nimbus034@aol.com.

FORMOSA 41, 1974. Handsome ketch, great liveaboard or cruiser. New: Fuel tank, holding tank, sail covers. Cabin top replaced, fiberglass top and decks, 1999. Perkins 4-108 diesel, under 200 hours. Needs some interior electrical, plumbing. Alameda. Asking \$43,500. Please call (510) 769-3414.



CRUISE OR LIVE ABOARD. S&S Comanche 42, 1970, like Hinckley 40. Chris Craft built semi-custom ocean cruiser/racer, f/g, bulletproof, fast, recent refit, new rig, profurl, anchor gear, sails, interior, electrical, dodger. Strong Perkins diesel. \$55,950 or partnership. Also, Cascade 36 for sale. (415) 331-7576.

ALDEN SCHOONER, 1929. 43-ft LOD, 55-ft LOA. Marconi rig, 12.6' beam, 8.5 hull speed. New Perkins 4-108, 2500 hours. Hurth transmission, shaft, prop. Boat was completely refitted end-to-end in 1992 and has been carefully maintained. New bottom in 2000. \$55,500. Call (530) 400-3255.

CATALINA 42, 1999. 3 staterooms. Raytheon speed. Depth, GPS, 24-mi. radar. Jensen CD. 2-reef main with Dutchman. 300-ft. chain on bow with electric windlass. Stern ground tackle. BBQ. Reduced \$149,000. Call (941) 928-7292 or email: randy@sbguide.com.

CAL 40, 1968, LPU 2001. Perkins diesel, wheel, club jib, 2 booms, spinnaker, electric winches, propane stove. Recent plumbing, hot and cold, P/W and AC/DC electrical systems. Extensive insulation. Need to sell \$37,500/obo. Please call (415) 717-3932 (cell) or (415) 472-2098 or email: fpgondouin@hotmail.com.

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SUPER MARAMU AMEL 53 KETCH, 1998. Fully loaded. Ready to go around the world. Bow thruster, 2 autopilots, watermaker, generator, 3 freezers, 3 heat and air conditioners, SSB, much more. Located in San Francisco. \$465,000. Call (775) 267-1460 or (775) 720-3912 (cell) or email: amel98@dellepro.com.



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ROBERTS 53 STEEL KETCH. Center cockpit. Spray foam. Recent bottom sandblast. Detroit diesel. Self-stowing heavy groundtackle. Norseman, Profurl, Maststeps, Dutchman. Cruising and radial spinners in socks. Rigid S/S liferails. Furuno radar and SSB. Robertson AP, magnetic and fluxgate compasses. Zodiac liferaft. Achilles on davits. Village Marine and PS watermakers. A/C, shower and bathtub. Roomy and capable. After 5 year cruise needs some work. \$79,000. Brisbane, SF. Please call (530) 676-3181 or email: bsuki33@aol.com.

BENETEAU 51 SLOOP, 1986. Fully equipped. This boat is truly **GOLD**. Call (480) 948-6062 or (480) 860-682.

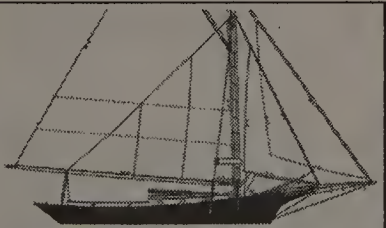


FORMOSA 51 KETCH, 1981. Beautiful, proven cruiser. Black fiberglass hull, teak decks and trim, Sitka spruce spars, stainless steel crow's nest. Roller furling main, boomless. Staysail. Maroon covers. Teak interior, varnished throughout. Benmar autopilot, 80 hp Ford Lehman diesel, Dickinson diesel heater, propane stove with oven, Palomar propane water heater, cold-plate freezer/refrig. 220 gals fuel, 220 gals water. 3 staterooms, 2 heads. Set up to singlehand. Lying Santa Cruz. \$127,500. Call (650) 326-1430 or email: capttd@pacbell.net.

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FRIENDSHIP SLOOP. 31-ft overall. Gaff rig, fresh sails, bottom paint and rigging. Volvo diesel, excellent condition. 1975 Newman-Morse fiberglass. Located Morro Bay. \$25,000. Call (760) 470-1000.

SEABIRD 32 KETCH, 1918. Marconi rig. Last hauled 7/02, great daysailer. Three headsails, Volvo MD6A. Tight hull with cedar planking. Move back east necessities sale. Asking \$2,000. (510) 595-9368 or email: iandole@lycos.com.

STEPHENS 36, 1937. Having received top quality maintenance throughout her life, this classic motoryacht is in excellent condition. Recent work includes new engines and tanks. She is offered at \$42,500. Interested parties please call (510) 521-2865.



SWANSON 36 SEDAN CRUISER, 1938. Excellent condition, 05/02 haulout, GM Bedford diesel, low hrs. H/C water, shower, diesel heater, propane stove/oven. See photos at Website: <http://briefcase.yahoo.com/bc/e2stew/> Asking \$28,000/obo. Call (415) 309-4154.

MULTIHULLS

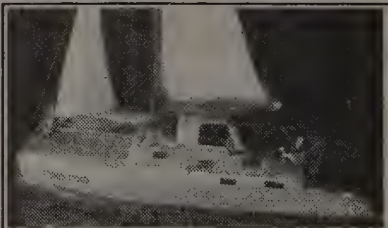
31-FT A-FRAME SEARUNNER. Recent repairs and paint, great Bay/Delta cruiser, 9.9 o/b, cutter rig. \$6,500. (530) 265-0273.

HOBIE 18. New jib, recent trapeze replacement. Main was recently rebuilt, some new rigging, ready to sail, mast step also rebuilt. Fun boat to have, must sell. \$2,200/obo. Call (415) 663-8042 or email: tfr85@hotmail.com.



KISMET 38-FT TRIMARAN. Epoxy boat, refit 1990. 2 cabins, Harken furling, 18 hp Volvo diesel, radar, GPS, Ham, 2 ST4000 autopilots. Watermaker, speed/depth logs, inverter, 4 solar panels. New full batten main, new bimini, more. Consistently upgraded. Proven world cruiser. US\$59,000. Call (250) 537-2534 or (250) 538-0100.

18-FT HOBIE CAT, 1978. New galvanized trailer. Must sell. Call for details. \$1,500/obo. Please call (415) 302-8776 (cell) or (415) 457-3555.



46-FT FRENCH CAT. Perfect condition. Located in French Polynesia. Fully equipped to live on board and for circumnavigation. \$250,000. Please email: FL2008@sailmail.com.

BROWN SEARUNNER 41, 1972. Trimaran rebuilt 1989. Cutter rig, Yanmar diesel, cruise ready, hard dinghy, 3 anchors, VHF, GPS, Autohelm, wheel steering, spare parts, safety gear. Berthed in Berkeley. Pics/specs on Website: <http://home.earthlink.net/~cstage/boat.html> \$49,000. Call Jacques (415) 256-8384.



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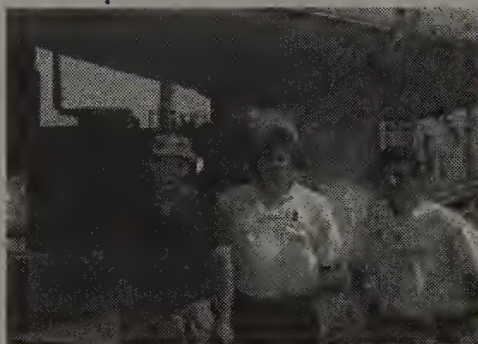
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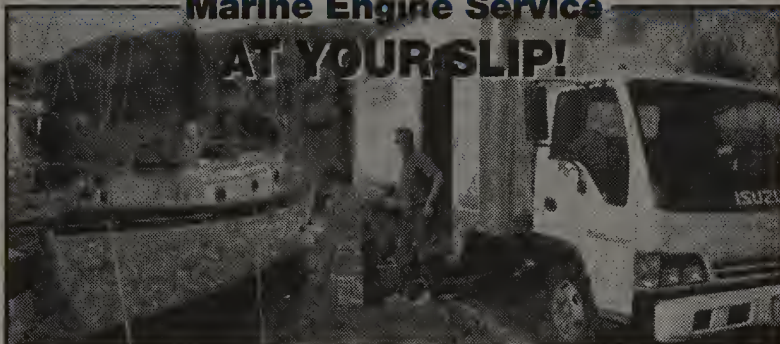
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The winner changes your regular winch into a self-tailing one. Four sizes are available. It is a product that, by means of one, singlehand movement, renders your conventional winch self-sheeting and self-locking. The Winner is made of a specially designed rubber body that fits down on top of the winch. As the sheet is being winched home and is put under increasing load, the coils 'climb' up the winch drum and fasten against the ribs in the underside of the rubber body.

Watski USA

P.O. Box 878, Walpole, NH 03608
(802) 885-2295 • Fax (802) 885-3152

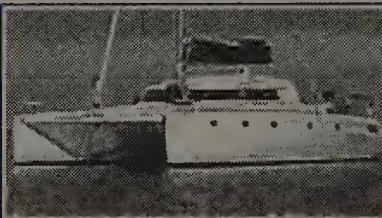
SEARUNNER 37 TRIMARAN, 1982. Year-old survey. Solid. Atomic 4. Sails fair to good. Other equipment. Lying San Pedro, CA. \$38,000. Mike (661) 823-0989.

HOBIE 16 CATAMARAN. Excellent condition with Harken blocks. Ready to race. Yellow hulls and tramp, black anodized crossbar and mast with Tequila sails, red/yel/org panels. Highlander trailer included. Located Alameda. \$1,500/obo. Please call Eric (510) 865-4700 x20 (days) or (510) 486-1640 (eves).



LAGOON 37, 1993. US built. Never chartered. Bristol condition. Cruise ready. \$30,000+ in new equipment. Better layout than new Lagoon 38 and \$50,000+ cheaper. SF Bay location. \$189,000. Lease-to-buy option possible. (415) 946-2202 or email: peterlange@sbcglobal.net for detailed spec sheet.

F-24 Mk II. 3-month-old 2002 model. Excellent condition. Nissan 5.5, Sabre sails, bowsprit, trailer, custom color, anchor and safety equipment. Ready to race or cruise. \$52,000/obo. Please call (970) 945-7999 or see Website: www.offthewind.com for info and pics. Can deliver.



FAST, COMFORTABLE 42-FT cruising catamaran built by the world's largest multihull builder. 1997 Fountaine Pajot Venezia. Cruise equipped owner's layout. New: spinnaker, storm tri/track, lazy-cradle, trampoline. Dual Yanmars, 600 hours. Autopilot/remote, Furuno, washer/dryer, microwave, watermaker, 7-disc CD/MP3 stereo with amp, much more. Most equipment is 2000 or newer. Many spares/toys to cruise anywhere. Best on market. Lying SoCal. Ready for Mexico, Hawaii, or anywhere. See Website: <http://photos.yahoo.com/callistocat2002> \$295,000/obo. (619) 279-7072 or email: barzel@aol.com.

44-FT KANTOLA TRIMARAN. Cold-molded epoxy and bronzeel. Fast and comfortable, up to 20-kts off the wind. New interior and all new gear 2001. Diesel in-board, Max-prop. See Website: www.angelfire.com/extreme3/multihull/ \$122,000. Call (619) 275-2465.

34-FT JIM BROWN MANTA TRI. Professionally built, complete refit 2002. New L/P paint, new F/B. Main, wheel, autopilot, excellent condition. Must sell. Santa Barbara. \$12,000/obo. Possible part-trade for truck or van. Call (909) 584-9483 or (909) 553-1561.

HOBIE 20 MIRACLE. Fastest of the Hobie catamarans. Galvanized Caulkins trailer with cat box. Very good condition. Vallejo. \$4,200. Call (707) 553-9754.

16-FT HOBIE CAT with trailer. Missing 1 rudder otherwise in very good condition. \$2,000. Call (707) 373-4589 (eves).

REYNOLDS 21 CATAMARAN. Multiple race/series winner. Previously owned and restored by the designer. New sails, cushions, gear. Johnson 4.5. Trailer. Strong, fast, forgiving, comfortable inside and out. Info at www.Reynoldssailing.com. Reduced to \$5,600/obo. Call (805) 483-6915.

HORSTMAN 26 CATAMARAN HULLS. Foam/fiberglass construction. Nine sheets of foam and 3/4 roll CSM included. Hulls are bare without bulkheads. Looking for a good home and time to finish. \$4,000 with 10,000 gvw trailer, \$2,000 without trailer. Please call (916) 483-7352 or email: moylec@jps.net.

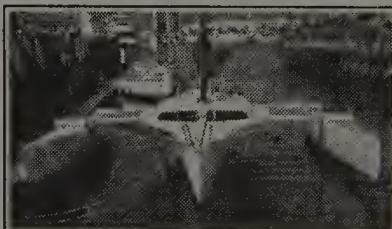
SEARUNNER 31 TRIMARAN, 1997. A-frame. All epoxy glass over wood/foam. 9.9 O/B, remote/electric start. Wheel with AP, solar. Loaded to cruise/live aboard. Sacramento, Delta, CA. \$34,000. Call (619) 252-6907 (after 6pm) or email: gluerue@yahoo.com.



2001 CATRI 27 (PROTOTYPE). Fast cruising trimaran. Aft-cabin, marine head/enclosed shower, galley, pressurized water. 5'11" headroom. Kevlar main and self-tacking blade, sprit-flown asymmetric spinnaker and roller-furling genoa. Aluminum trailer. Faster and more comfortable than F-27/F-28. \$75,000. Call (650) 498-0731 or email: csundberg@stanford.edu.



PRINDLE 19 RACING CAT. Beautiful, ready to sail, very fast, exciting. Hulls refinished 2001. Everything in working order, good condition, many spare parts. Double trapezes and harnesses. Galvanized trailer and cat trax. Small electric outboard. \$2,995/obo. (707) 645-1181 or email: life@realization.net.

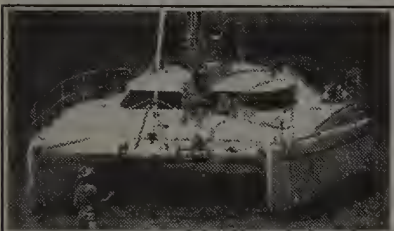


35-FT TRIMARAN RACER/CRUISER. Set up for singlehanding, 15 hp elec. start o/b, autopilot, wind and speed instruments, 3 spinnakers, recent main, jib and standing rigging, hard vang, standing headroom, sink, stove. Good looking, strong, fast. More boat than F-27. \$30,000. For more info call (510) 521-0883 or email: rchapman11@mindspring.com.

40-FT SEARUNNER CUTTER. 55 hp Yanmar turbo, windvane, new rudder, all epoxy const. Needs interior paint and haulout. \$30,000. (530) 265-0273 or email: keene@oro.net.



LANDTRADE 35-FT TRIMARAN. Piver Lodestar. Taiwan yardbuilt cruiser/liveaboard for equally survival-oriented secluded cabin/property 'out there'. Yanmar 3-cylinder diesel/saildrive, keel, wheelhouse, headroom, interior, loaded. Haulout supplies included. Moored San Diego, me SF. Email: bradlow00@aol.com or call (415) 331-0330.



FOUNTAIN PAJOT TOBAGO 35, 1995. Catamaran, twin 18 hp Yanmar diesels, 3 cabins, 2 crew berths, Tri-data, VHF, autopilot, GPS, radar, new Bombard with Mercury 4-stroke tender. \$144,000. At Emery Cove. Call James (510) 757-8633.

POWER & HOUSEBOATS

CHRIS CRAFT CONSTELLATION 37, 1965. Tri-cabin. Electric heating, hot water, washer/dryer, refrigerator, microwave. Charming remodeled interior. One double cabin aft, office forward. Freshly painted hull and superstructure. New aft-deck Sunbrella awning. Engines and generator laid-up after rebuild, and I don't want to spend the time to recommission. So save me the trouble and the price is \$25,000 or \$35,000 if I have to recommission. Comfortable liveaboard or Delta cruiser. Email: graham@sutter.com.

CHRIS CRAFT CONSTELLATION 55, 1961. 3 staterooms, electric stove, oven, refrig. HW. Needs a little work, but decent lines. Oyster Point, Dock 13. \$12,000/obo. Call (650) 303-2502.

40-FT SALMON TRAWLER. Six hydraulic downriggers, 6-71 Detroit diesel, pilot-house with galley, new bottom paint, rebuilt keel. \$8,500. Financing available. Jim (209) 786-4864.

ARIMA SEA HUNTER 15, 1993. 70 hp oil-injected Yamaha, low hours. Electric tilt, Shoreland'r trailer. Fish box, boat cover, bimini, Penn downrigger. VHF, GPS. Near new condition. \$7,500. Will fit in garage. Call Steve (415) 339-0424 or email: slrfisher@yahoo.com.

GRAND BANKS 32, 1966, #22. Fresh out of the yard, a woodie as good as they get. Full winter cover and a great downtown Sausalito berth. \$60,000/obo. Call (415) 388-8627.

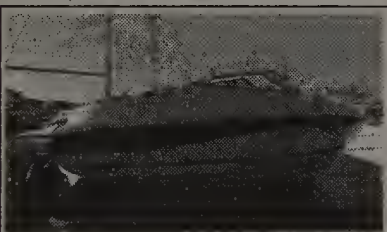
GRAND BANKS 42, 1967. Rare Sportfisher Sedan. \$80,000/obo. Please call (707) 373-9406.

20-FT OREGON SURF DORY with trailer. 2001 60 hp Mercury 4-stroke O/B, very low hours. Fiberglass over okume ply construction. Hull and all systems completely and professionally rebuilt. All new and stronger than original. New VHF, fishfinder and wiring, full set-up and ready to go. Pt. Richmond, CA. \$12k invested, must sell due to move. Asking \$8,000/obo. Call (510) 205-5568.

41-FT DOUBLE-END TRAWLER, 1971. Dick Husing, Builder. Pattern from Monterey 40. 371, dry stack, 2,500nm range, 300 water. Clipper bow, new galley, queen berth aft, two forward. Bear claw tub/shower, stabilizing mast, flyhelm, bimini. \$65,000. (510) 551-4940 (after 8/10/02).

OWENS 40F, 1963. Power wood boat, ideal liveaboard. Bay Area location. Two V8 engines, one engine brand new and needs assembly job. \$7,000/obo. Call (650) 556-9774 or (415) 420-3661 (cell) or email: skaramjani@aol.com.

40-FT BLUEWATER CRUISER in transferable slip in Sausalito. Everything works: 350 Crusader engines, huge holding tank, great galley with full-sized reefer, satellite dish, radios, etc. Walk to shops and ferry. Open water view. Great liveaboard. \$65,000. Call (415) 596-8221.



DORAL 230CC POWERBOAT, 1998. Gorgeous and in pristine condition. 180 hours, never-used cuddy, head or fountain. Only used the boat one summer. Purchased new in 1999. Very fast, 55 mph. Located at San Rafael Boat Harbor. \$26,000/obo. Call (415) 472-7721.

40-FT LIBERTY LAUNCH, 1953. Tri-cabin design with renovated interior. Full galley, separate shower and head. King master berth aft, abundant storage. Mahogany hull over oak frames. 671 engine runs great. Strong well-built liveaboard vessel. \$35,000/obo. Call (707) 793-0420.



51-FT SYMBOL MOTORYACHT, 1987. 2001 haul-out, beautiful condition, ideal liveaboard. Bay Area location. \$228,000. Shown by appointment. Please call (415) 892-0816 or (415) 699-5555 (cell) or email: mywysklppr@aol.com.

OWENS TAHITIAN 40. Classic lines. Twin 225 hp Chevrolet engines. Home port, Redwood City. \$20,000. For more info and photos call (408) 363-9237 or email: joegantor@hotmail.com.

HATTERAS 38, 1969. Fiberglass tri-cabin, clean spacious interior. Chevy 427s, Onan generator, epoxy bottom, A/C, icemaker. New: Sub Zero fridge, heat exchangers. Rebuilt: carbs, hydraulics, Groco heads and more. Sausalito. Must see. \$52,000/obo. Also, El Toro, fiberglass, \$675/obo. Call (415) 331-5705.



LAND AND SEA 28. 8 feet wide. Cheap liveaboard. All the amenities and runs. Rebuilt engine and stern drive, new steering cable and electric water heater. Marine survey. Motivated seller. \$12,000/obo. Please call (510) 436-0514 or email: jizivcic@yahoo.com.

PARTNERSHIPS

COLUMBIA 26 HALF USE. \$160/month. Deepwater Martinez slip. Open to partnership also. Great daysailer, singlehand or weekender size. Nice condition, sturdy, roomy interior, fin keel. Inboard diesel, gennaker, dinghy, sea anchor, drogue. Newer rigging, bottom job, mainsail, boom. John (925) 408-5036.

PACIFIC SEACRAFT 25, 1/4 PARTNERSHIP. Fort Mason dock. \$4,000/obo. Great boat, great partners. Doesn't get much use, so you can pretty much sail whenever you want. Monthly expenses are \$100 or less. Email: silvanopc@yahoo.com.

46-FT TAYANA PILOTHOUSE CUTTER. New boat based in San Diego. Offshore delivery completed. 1/5 to 1/3 share available. Financing provided at 6.75% with 20% cash down. Call Ed (925) 408-2093.

RANGER 23. Looking for one or two partners to fill existing partnership. Boat is fully equipped with all lines leading aft. 9 hp outboard. Sails include North main, jib, genoa, spinnaker. Berthed at Berkeley. \$1,000 and \$37/month. (925) 979-9466.

COLUMBIA 36, 1968. Docked in Sausalito. Hauled 1/01. New bottom paint, new upholstery 1/01. Roller furling, diesel engine. Survey selling price \$25,000. 1/3 interest available \$5,000/obo. Monthly slip share \$135. Call (415) 883-6464.

BENETEAU 393, NEW 2002. 39-ft bluewater cruiser. Sleeps 6, private fore/ft cabins, 2 heads. Sausalito berth. Great galley and salon. Full batten main and furling jib. Radar, GPS, chartplotter, VHF, stereo. New Zodiac and outboard. Approx. \$9,000 plus \$500/mo. Call Greg (415) 381-6900 (wk) or (415) 332-4401 (hm).

TRADE

40 ACRES OF NORTHERN CALIFORNIA mountain property to trade for a traditional cruising sailboat. The land is remote, undeveloped, and mostly level. Very nice horse country. Call (510) 412-0470 or email: totoberto@aol.com.

EXPERIENCED SAILING COUPLE will trade two weeks of December in our house in Sausalito overlooking our 38-foot sloop for equal time on a nice boat in Mexico or ...? Prefer a cat or roomy monohull. Email: steve@mpmnet.com.

3 ADJACENT RENTAL HOMES. Reno, NV. Will trade for for quality cruising cat. \$170,000+ in equity. Great rental property 2 blocks from University of Nevada Campus. Email: gzoeller@wolfees.com.

WANTED

MARINE RESEARCH & EDUCATION, INC., a non-profit 501 (C) (3) corporation at Lake Tahoe is looking for a 40-70 foot sailboat. Have one you'd like to donate to a good cause? It's tax deductible. Please call (530) 544-7409. Thanks.

30-36 FOOT SAILBOAT and cruising gear, desalinators, SSB and big fishing reels/poles, storm sail, dinghy, self steering windvane. Also Palmer engine parts, solar panels, generator. (510) 561-0568.

WANTED TO BUY: Barent Model #22 winch handles ("E"). Contact Gene (415) 202-8503.

MS2 TRANSMISSION FOR MD17 Volvo Penta 3-cylinder marine diesel engine. Please call (650) 642-7009. Also controls etc for same.

TRAILERS

TRAILER. Can handle a 15 to 20-ft dinghy. In really good shape. \$300/obo. Call Jack at Modern Sailing (415) 331-8250.

TRAILER. 45-ft box tubing frame, 5-axle, electric brakes, 20,000-lb load capacity, 5/16" ball hitch, highway legal. Ready for appropriate bunk additions to haul multihull or monohull. Includes 7,000-lb slide hitch and brake control. Napa. \$3,000. Call Blair (707) 251-1400 or email: Capricorncat@aol.com.

BOAT TRAILER. 1976 SC 27 single-axle, surge brakes, current registration. Good condition. \$1,800/obo. Please call (415) 543-7333.

USED GEAR

PUR POWER SURVIVOR 40E. New, still in box, world cruise kit, extended cruising kit with many filter cartridges, \$2,000. PUR Survivor 35, new, \$900. 36-in SS rocker stopper, \$100. 406 EPIRB, needs battery, \$100. Bosun's chair, professional model, \$100. 12-25 flare gun, \$50. Bronze 14 x 12 x 1/4 blade propeller, \$200. Furuno 1502-FS. SSB/Ham radio with automatic tuner, \$1,000. Inboard propeller puller, \$100. Call (707) 578-0242 or email: thefarm@ap.net.

MD-7 VOLVO, \$600. 12 hp Universal, \$2,600. Will replace Atomic 4. 4-D-61 Ford Lehman, \$1,600. 4-107 Perkins, \$800. all complete and run. 4-108 Perkins, very cherry, \$1,800. 4 hp Johnson O/B. \$650. 6 hp Merc, \$550. Both long leg. Ragamuffins Forever. (415) 272-5776.

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We have immediate openings for boats to 32-ft @ \$5.70/ft. Club membership required. Call (510) 522-6868.



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2001 NISSAN 5 HP 4-STROKE OUTBOARD. Longshaft with 2 hours running time, remote tank, brand new condition, \$1,000. New, still in box, Hummingbird handheld VHF radio, \$60. New Mast Mate solo mast climbing system for 35-40 foot sailboat, \$175. 50-ft yellow phone cable, like new, \$45. New, never used ATEC ET 1000 gas generator, \$200. New 9-in color TV/VCR, \$125. 110 volt Big John high volume electric bilge pump, \$65. Misc other items. Call (707) 747-4742.

WINDLASS. Never used, Maxwell Freedom rope/chain, 800 Series, anchor winch, manual and automatic. Purchased two years ago. Not removed from box. Asking \$850, paid \$1,250. Please call (415) 331-2108.

SUZUKI 8 HP O/B MOTOR, 1993. Two-cycle, oil injected, short shaft, used 5 times, almost new. \$1,300. Please call (510) 794-8466.

45-FT SPINNAKER SOCK. Controls regular or asymmetrical chutes, any size up to 53-ft. Top blocks, sewn line sleeve, so no tangles. I sail with crew now, they prefer the turtle. New = \$9/foot. Only \$200. Call (925) 787-6893, after Aug 5.

1997 JOHNSON SAILMASTER. 8 hp, two-stroke with 4 amp 12 volt charging. Reliable and strong running, very long shaft for boats over 25 feet. Illegal to use in Lake Tahoe now. \$700. Please call (775) 722-6678 after 6pm.

NORTHERN LIGHTS GENSET. 5kw Model TF2-18B, 403 hrs, 240/120 VAC with hush box, extensive spares, manuals, control panel, cooling system. Bow thruster: TX-Controls Model 185, with controller and manuals. Simpson-Lawrence windlass: Horizon 900. New 2000. All excellent. Half price of new. (206) 363-2222.

1990 EVINRUDE 9.9 HP LONGSHAFT. Electric start, 0 hours on new carburetor, good condition, needs paint, \$1,100/obo. 1996 Mariner 6 hp, like new, \$850/obo. 10-foot West Marine inflatable, older version, fair condition, \$550/obo. Please call (707) 255-4599 after Aug 8.

2002 ICOM M700PRO SSB, \$1100. 2002 Zodiac Racing MP-4 Liferaft, ORC compliant, next inspection 3/2005, \$1,900. Used for 2002 Singlehanded TransPac and return. (206) 953-2461 or email: jatallet@earthlink.net.

PUR SURVIVOR 80 WATERMAKER. 3.3 gals/hr at 7 amps. Works great. Cruising days are over. \$1,650. (408) 270-8108.

HOOD HEADSAIL FURLING SYSTEM. Model 900, works perfectly, \$750. Three-blade folding propellers for Volvo saildrive, 18" x 14", left and right, \$400/ea. Storm jib, luff 25-ft, leech 18-ft, foot 13-ft, brand new, \$400. Ritchie Magtronic compass, new head, \$150. Blair (707) 251-1400 or email: Capricorncat@aol.com.

YANMAR YSM-8. 1-cylinder, 8 hp diesel. Less than 10 hours since rebuild. 1.9/1 reduction gear. See it run in Moss Landing. \$2,500. Also, Shipmate 3-burner kerosene stove with oven, all stainless, \$200. Call (831) 917-3357.

6-MAN VIKING CANISTER LIFERAFT. Recertified May, 2001. \$2,350/obo. PUR Survivor 06 watermaker. Small hand-held unit for liferaft. Never used, in package. \$395/obo. Worldband transceiver weather radio. Call (702) 798-6500.

LINES, WIRING, LIFEJACKET. Sailing T-shirts and other logowear. Wood tiller, hatch board, lots of odds and ends. A nautical garage sale by appointment. Chris (415) 383-8200 ext 103 or email: chris@latitude38.com.

SPINNAKER from Beneteau first 305, J:32.38, J:11.28. Excellent condition, \$500. Please call (408) 718-4604 or email: cnoe@aehr.com.

SAIL FOR SALE. Ranger 23, old but good, North Sails mainsail. Luff: 25.75' x Foot: 9.2'. No rips or holes, just a bit worn. Battens included. \$75. Please call Mac (510) 708-3188.

PALMER P-60, 1974. Newly rebuilt 7/02. \$2,000/obo. Call (510) 520-9446.

SEWING MACHINE. Sailrite long arm. Excellent condition. Custom wood case, professional hot knife, 8" Gingher scissors, 110 volt motor, monster flywheel for hand use. Attachments, extras, manual, 3 how-to books. Used very little. \$1,150/obo. Call Jim (650) 343-9223.

ATOMIC 4 INBOARD gasoline engine. Diesel in, Atomic out. Overhauled, with spare parts and manuals. \$1,400. Call (415) 388-0265.

MISC. BIG BOAT GEAR. Sails and rudder from SC70. Hydraulic steering system, like new. Used, but clean, Raritan Crown head. Misc. line, rigging, electrical, plumbing. Call (650) 365-8686.

SPINNAKER. 1.5 oz, new condition. Hoist 42', Foot 24'6". \$900. Call (415) 383-9557.

USED ROLLER FURLER JIB from Catalina 30. 120%, by Sobstad. Aeroluff padding along luff. White 'stickyback' UV cover, very good condition. Luff 33.65-ft, plus 5.9-ft wire head pennant. Leech 28.65-ft. Foot 14.25-ft. \$325. Call (415) 388-6335.

OUTBOARDS: 3.5SS, 6SS, 6LS, 8LS, 15SS. Headsails, Avon inflatable, cabin heater, instant water heater, stainless alcohol stove/oven, parachute sea anchors, survival suit, HAM/marine SSB, autotuner, allband antenna, Kamplus, Tillermaster, anchors, windlass, winches, wind generator, MagmaBBQ, Survivor 35, Avon: motormounts/pumps. Call (415) 331-0330 or email: bradlow00@aol.com.



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HENRY LLOYD OCEAN FOULIES. Small, like new. Jacket with built-in harness and bibs. \$219 for the set. Call (510) 865-3726 or email: blwaters@pacbell.net.

JOHNSON 8 HP MOTOR. Low hours, short shaft, tank/hose, perfect dinghy motor, dependable, runs great, \$450. Please call George (530) 541-2623 or email: gpbrown@sbcglobal.net.

CHUTE SCOOP FURLING SLEEVE. Model 1344. 44-feet long. New in box, \$150. 250-feet 1/2" anchor line with thimble and eye, new, \$100. Davis Artificial Horizon, new, \$15. Please call (650) 948-6424 anytime.

SCHIPPERKE BOAT DOGS. Lucy is having a litter. These dogs are devoted companions. 12-15 pounds. Available mid-September. AKC \$400. (530) 938-1032 or email: mbarr@snowcrest.net.

CLUBS & MEMBERSHIPS

SF BAY OCEANIC CREW GROUP. Bay Area's most active sailing group offering monthly speakers, Bay and coastal sailing, service, socializing. New and experienced skippers and crew are welcome. Go sailing at <http://www.crewgroup.org/> or call (415) 456-0221.

SINGLE SAILORS ASSOCIATION welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round. Monthly meetings at Oakland Yacht Club in Alameda. Visit our Website at www.ssaonline.org or call (510) 273-9763.

NON-PROFIT

MARIN POWER & SAIL SQUADRON has, since 1959, promoted high standards of navigation and seamanship and offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Come join us. Call Patsy White, membership chair, (415) 382-8109.

BOATING SKILLS & SEAMANSHIP class begins September 3 and runs through October 17 at Yerba Buena Island, Building 2, third floor. Tuesdays and Thursdays, 7:30-9:30 pm. Cost is \$40. Call (415) 399-3411 for information. Leave name and fax or phone number.



PROPERTY SALE/RENT

KAUAI BEACHFRONT HOME. Vacation on Moloaa Bay. Three bedrooms, two baths, sleeps 6. \$1,000/week. See Website: www.kauaibeachhome.com. Call (800) 331-7626 or (916) 214-0362.

BAJA BEACH BUNGALOW. Seaside paradise adjacent to working farm, between Todos Santos and Cabo San Lucas. Mountain bikes, kayaks, surfboards and airport pickup included. Owned by naturalist Jim Elfers, reviewed in *New York Times*. Sold out until November. Website: www.BajaAdventure.com.

WATERFRONT HOME FOR RENT on Marina Vista Canal in San Rafael. Located just outside San Rafael Canal to the east of Marin Yacht Club. 45-ft boat dock for up to 65-ft boat. 6-ft deep at zero tide. 3 bedroom, 2-1/2 baths, hardwood floors, 1/2-acre, hot tub on water, concrete slab plumbed to city sewage for R/V, new washer/dryer, just like Florida. Available 8/15/02. (415) 601-5159.

HAULING OUT YOUR LIVEABOARD? Family in town for vacation? Tiburon condo, 2 bdrms/1 bath. Loft bed in kid's room. Close to waterfront, SF, wine country, beaches, bike path. Washer/dryer in unit plus all mod cons, pool. \$575/week + deposit. Available late-July thru mid-August, possibly other times. Or will trade for time in San Diego or Tahoe. Chris (415) 389-9378 or email: chris@latitude38.com.

CABO SAN LUCAS, MEXICO CONDO TIME. One or two weeks at SolMar Beach Resort. See: <http://www.solmar.com> Studio Suite, sleeps four. \$3,000/week for seventeen years of time at this Gold Crown Resort. That's \$25/night. Email: olsgrp@att.net for more information.

COMMERCIAL CORNER PROPERTY on busy intersection on Chukanut Drive. \$30k rental income. US Post Office, apartments, house and shop. Approximately 2 acres. Near San Juan Islands. \$375,000. Owner, Bow, WA. Call (360) 766-6485.

BERTHS & SLIPS

OAKLAND YACHT CLUB has immediate openings for boats to 32 feet at \$5.70/ft. Membership in the Club is required. Please call for details (510) 522-6368.

WANTED TO PURCHASE OR LEASE 35-40 foot slip at either Gas House Cove or St. Francis Yacht Club area in SF. Call (415) 440-8845 or (415) 264-9990.

SF BAY EMERYVILLE MARINA. 40-ft slip. \$44,000, assumable loan, \$12,000 down. Deeded real estate. (209) 848-3276 or email: horta@ix.netcom.com.

HONOKOHAU HARBOR, KAILUA KONA, Hawaii. Corporation owns 70-ft slip. Will sell or trade for real estate. Value \$125,000 cash. This is the only large slip that will ever be available at any price, ever. Joe Dettling (808) 585-9622.

40-FT SLIP AT PIER 39, D-49. Available for rent. \$310/month. Jim (510) 522-9290.

35-FT SLIP FOR SUBLET. Nice Sausalito location. No liveaboard. (415) 225-4319.

PIER 39, C-6. 36-ft slip. Close-in to pier. \$12,000/obo or rent for \$250/mo. Will consider financing. Call (415) 252-4858.

CREW

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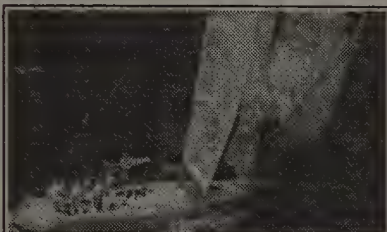
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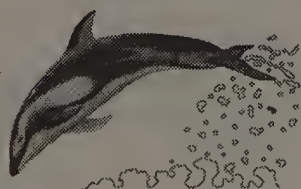
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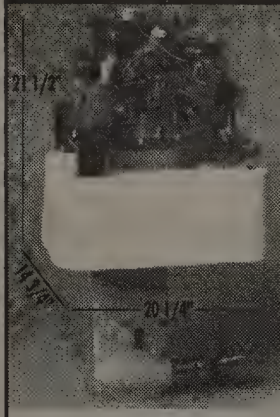
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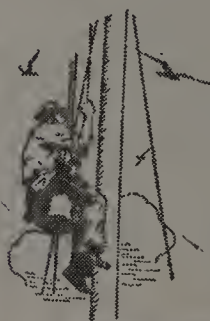
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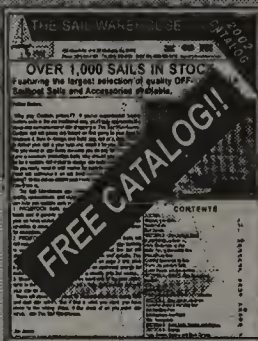
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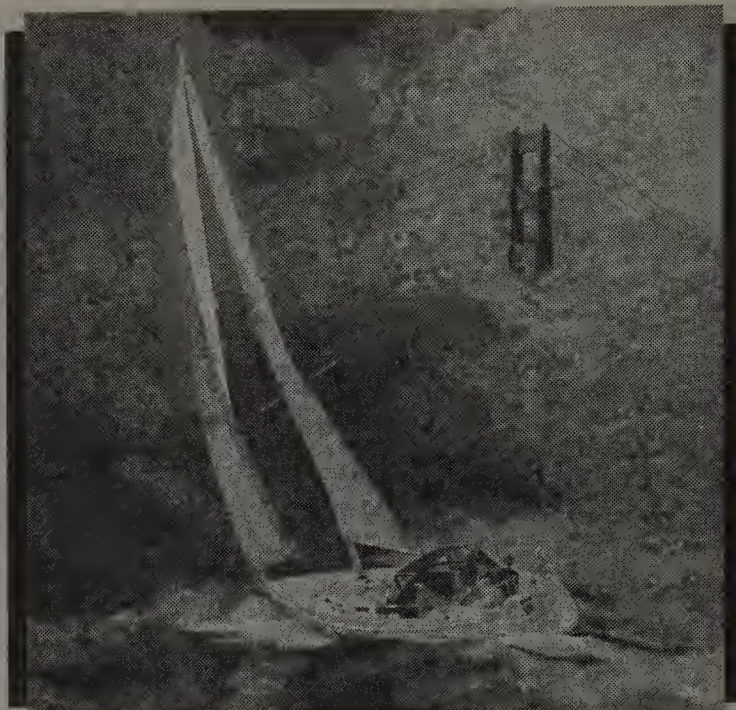
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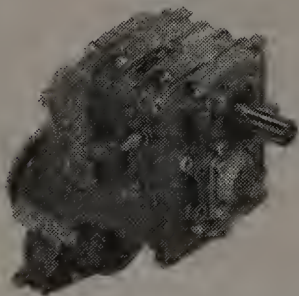
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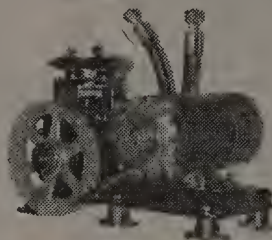
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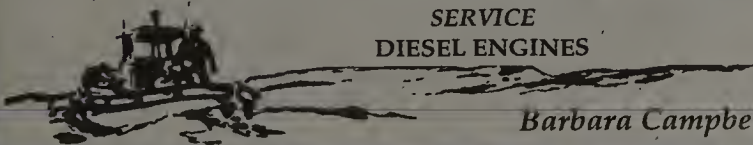


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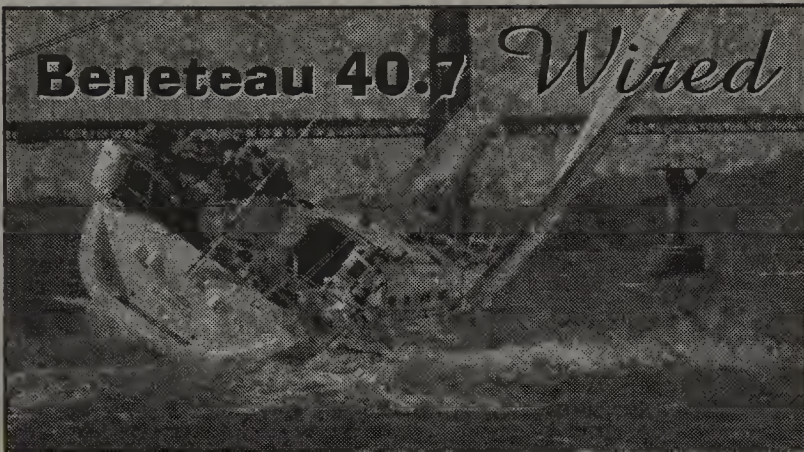
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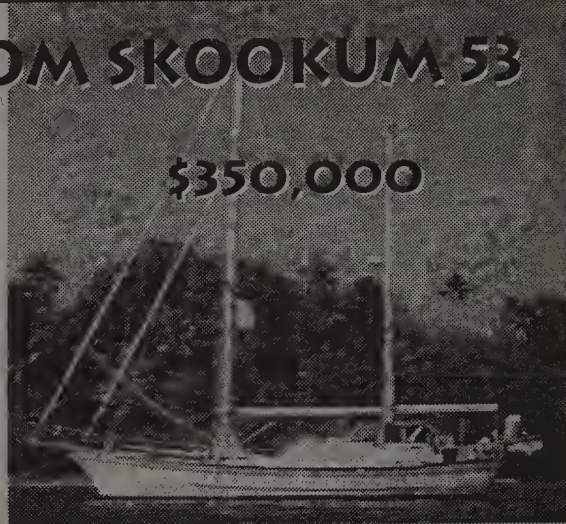
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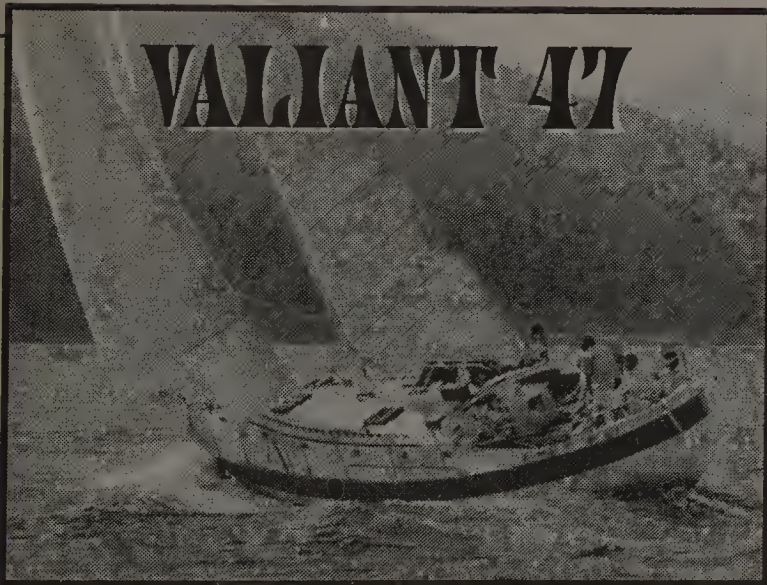
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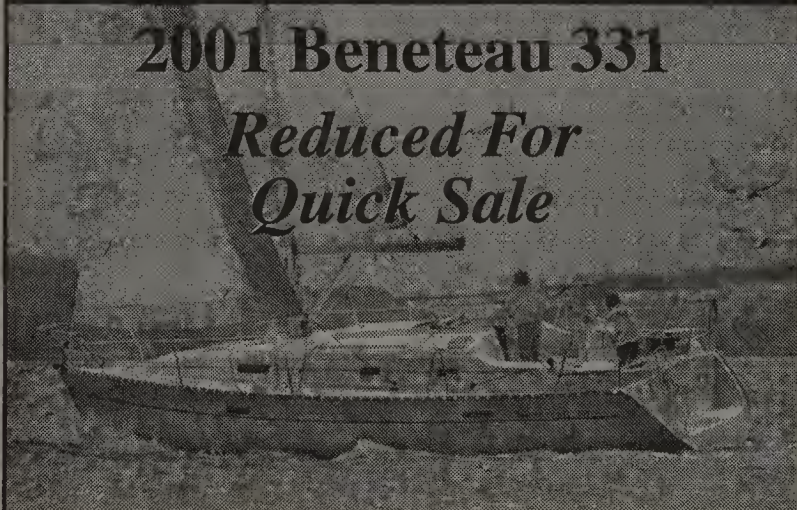
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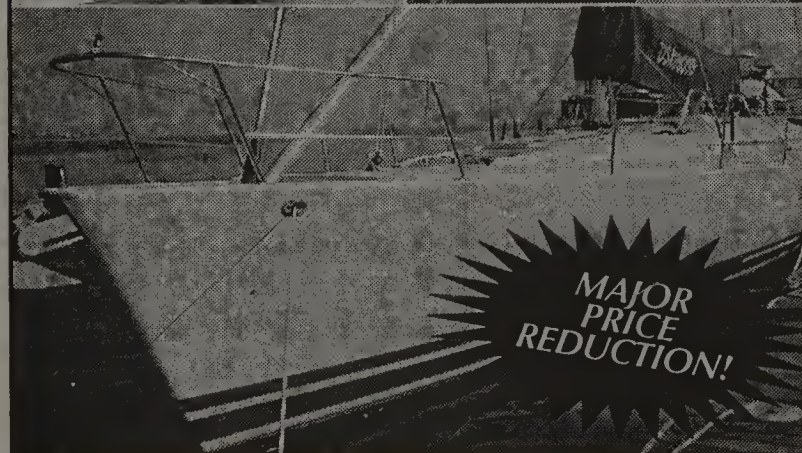
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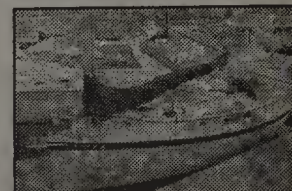
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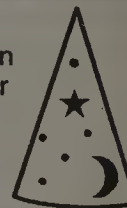
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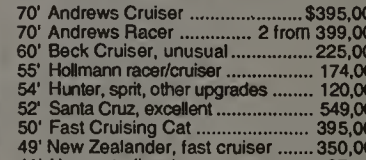
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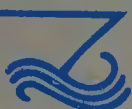
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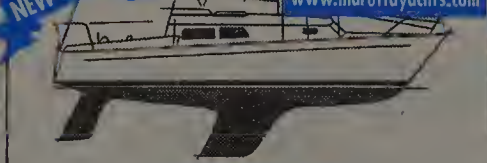
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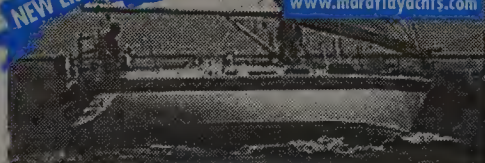
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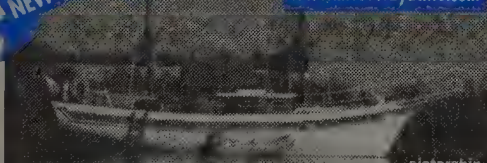
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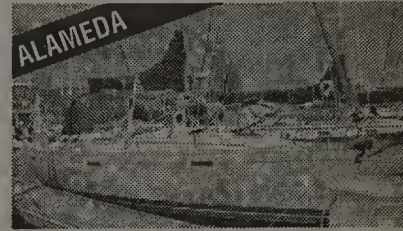
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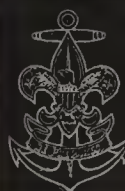
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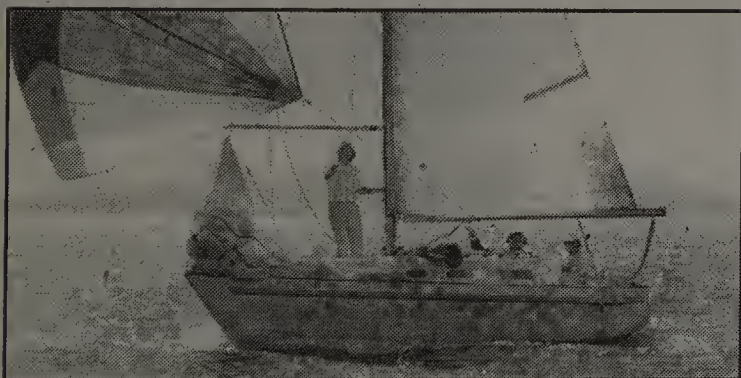
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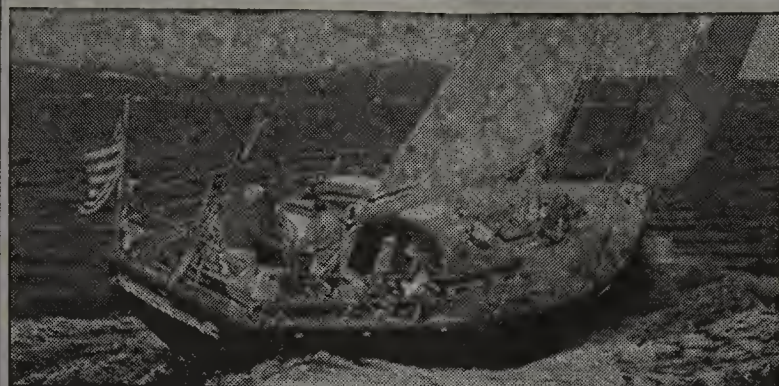


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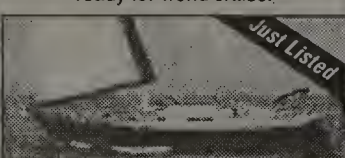
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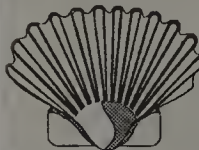
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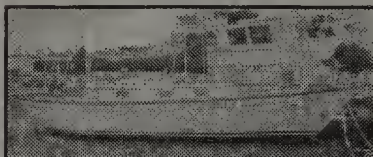
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